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**OLD TOM GIN**  
COBRA BRAND  
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AGENTS:  
**BUMAN & BERBLINGER,**  
[670]

# Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,302. 號二零百三千六萬一第 日七十月六年二統宣 HONGKONG, SATURDAY, JULY 23rd, 1910. 大拜禮 號三金月七年十一百九千一英海曆 PRICE, \$3 PER MONTH.

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ton, Macao  
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**PORTLAND CEMENT.**  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
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SHEWAN, TOMES & CO.,  
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Hongkong, 29th April, 1908. [472]

**DR. M. H. CHAUN.**  
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33, QUEEN'S ROAD CENTRAL.

**1ST FLOOR, ROOMS 2 and 3.** From the  
University of Pennsylvania, U.S.A.  
Telephone 136.  
Hongkong, 27th January, 1910. [364]

**SIEN TING**  
**SURGEON DENTIST.**  
No. 10, D'AGUILAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [432]

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**LIMITED.**  
**TIME TABLE.**

**WEEK DAYS.**  
7:00 a.m. to 10:00 a.m. Every 10 minutes.  
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11:30 a.m. to 12:45 p.m. Every 15 minutes.  
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3:00 p.m. to 5:00 p.m. Every 15 minutes.  
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**WEEKENDS.**  
8:45 p.m. & 9:00 p.m. 9:45 to 11:15 p.m.  
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**SATURDAYS.**  
Extra Cars at 1:15 p.m., 11:30 p.m. and 11:45 p.m.  
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8:00 a.m. to 9:00 a.m. Every 15 minutes.  
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**NIGHT CARS** at 8:45 p.m. & 9:00 p.m., 9:45 to  
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**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
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Hongkong, 1st April, 1909. [476]

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(TELEPHONE 97).

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From \$30.00

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**SERGE and TWEED SUITS**

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The Dep Doctor, by Richard Dehan.	The Dead King Poem, by Rudyard Kipling.
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Freda, by Katherine Tynan.	Tramps in Dark Mongolia, illustrated, by John Hedley.
Simon the Jester, by William J. Locke.	In Lotus-Land, with 8 illustrations in colour and 96 in Monochrome, by Herbert G. Ponting, F.R.G.S.
The Illustrious Prince, Phillips Oppenheim.	Trans-Himalaya Discoveries and Adventures in Tibet, by Sven Hedin.
The Rod of Justice, by A. and C. Askew.	A. B. C. of Bridge.
John Marvel Assistant, T. Nelson Page.	Parts 1 to 5 Royal Academy Pictures for 1910, Now Ready.
To Justify the Moans, by A. Peer.	
A Fair Martyr, by Blundell-Barlow.	
The A. B. C. Girl, by L. T. Meade.	
A Modern Chronicle, by Winston Churchill.	
The Human Cobweb, by Putnam Wears.	
Helen with the High Hand, by Arnold Bennett.	
High Life in the Far East, by James Dalziel.	
In the First Watch, by James Dalziel.	
The letter which never reached him.	

**PEARSON'S HYCOL**

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government  
Standard Test on Typhoid Germs. Certificate of Strength given to each buyer.  
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.

One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

**Pearson's Saponified CRESOL**

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.

5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strengths of their products  
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then com-  
pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing  
Properties and at the true value of a Genuine Disinfectant Fluid.

**DODWELL & CO., LTD.,** SOLE AGENTS for HONGKONG,  
SOUTH CHINA and JAPAN.  
For Pearson's Antiseptic Co., Limited.

**SPORTS! SPORTS!!**

**CRICKET**

**TENNIS**

**HOCKEY**

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**GOLF**

**CROQUET, ETC., ETC.**

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SPORTS GOODS MANUFACTURERS, BOMBAY.

TELEGRAMS: "BILLIARDS," BOMBAY.

[11343]

TRY

**WEISMANN'S COFFEE**

ROASTED AND GROUND ON OUR  
PREMISES DAILY.

In ½ lb. and 1 lb. Tins.

[246]

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AND ENGINE WORKS.**

All A.B.C., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc.

**AT NAGASAKI:**—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	330 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 715 tons and 12 knots speed, is always  
ready at short notice.

**AT KOBE:**—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth "	56 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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**"SEAL" RED PRINTING INK**

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**SHACKELL EDWARDS  
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PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
Hongkong, 16th October, 1907. [1565]

**INTIMATIONS**

**HONGKONG JOCKEY CLUB.**

A MEETING of Members interested in  
procuring Subscription Grills for the  
next Race Meeting will be held at the Office of the  
HONGKONG JOCKEY CLUB, TO-DAY  
(SATURDAY), 23rd instant, at 12-NOON.  
By Order,  
T. F. HOGGE,  
Clerk of the Course.  
Hongkong, 20th July, 1910. [642]

**VICTORIA RECREATION  
CLUB.**

A NAUTIC FETE will be held in the  
Club's Park, TO-DAY (SATURDAY),  
the 23rd instant, commencing at 4 p.m.  
Admission: Non-members... \$1.  
Hongkong, 21st July, 1910. [647]

**KOWLOON CRICKET CLUB.**

**ANNUAL  
PROMENADE  
CONCERT.**

UNDER the Distinguished Patronage and  
in the Presence of H.E. SIR HENRY  
MAY, K.C.M.G., OFFICER ADMINISTERING  
THE GOVERNMENT.

**TO-DAY (SATURDAY),  
JULY 23RD, AT 9 P.M.**

Admission... \$1.  
By kind Permission of Lt.-Col. PERON the  
Band of the 13th Rajputs will give Selections.  
Admission... \$1.  
Late Trams Peak Cars, 12 a.m. and 12.30 a.m.  
Hongkong, 19th July, 1910. [640]

**HOTELS**

**HONGKONG HOTEL**

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE AND NO EXTRA.  
[35] A. F. DAVIES, Manager.

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HOTEL.**

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Room.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hotel at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [2563]

**ORIENTAL HOTEL**

No. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND  
UP-TO-DATE HOTEL.

SITUATED in the most central position  
Large and Airy Rooms. Hot and Cold  
Water Baths. Gas and Electric Light.  
Cuisine entirely under European Supervision.  
Private Bar and Billiard Rooms. Monthly  
Rates for Table and Dinner. Terms moderate.

FREDERICK REICHMANN,

Proprietor and Manager,  
(late Manager of J. Lyons & Co. (Trevender)  
leading Caterers in London, and of the  
GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 16th April, 1910. [2542]

**"BRAESIDE"**  
**PRIVATE HOTEL.**

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone, No. 690.  
Apply to—Mrs. F. W. YATTS,  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [256]

**"BOA VISTA"**  
**(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.**

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous for  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong  
Two steamers (a Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
[213] THE MANAGER.

**VICTORIA HOTEL**

SHAM-KEEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAM-KEEN."  
SITUATED ON THE BRITISH CONCESSION.

**MACAO HOTEL**

MACAO  
Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA-GRANDE  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER,  
Proprietor.

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19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [2546]



## INTIMATION

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LIMITED,  
ESTABLISHED A.D. 1841,  
CIGAR MERCHANTS AND  
TOBACCONISTS.

## CIGARS

CONDITION is next to  
QUALITY, the most essential re-  
quisite of a Cigar. Our Warehouse  
in Stanley Street contains specially  
fitted Drying Rooms for Maturing  
Cigars, and in the Dispensary itself  
the same idea is carried out on a  
smaller scale by the installation of  
drying cupboards.

Any Cigars purchased from us have  
therefore the advantage of being in  
FINE CONDITION.

We Stock all the Best Known  
Brands, as well as the following,  
which are Manufactured solely for  
us:

**LOLITAS** - PER BOX OF 50. \$5.50  
An exquisite smoke.

**EL TAMARINDO, GRAND**  
**ROYAL** - PER BOX OF 50. \$4.00  
A very fine Cigar.

**A. S. WATSON & CO.,**  
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ALEXANDRA BUILDINGS.

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P. O. Box, 24. Telephone No. 12.  
HONGKONG OFFICE: 10A, DES VUE ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 22ND, 1910.

The prospective rapid development of the  
Colony and the prospective change in many  
of its physical features invest the Highways  
Ordinance at present before the Legislative  
Council with considerable interest. In the  
"objects and reasons" appended, it is  
explained that "this Ordinance has been  
found necessary in view of the laying out of  
Crown lands, the formation of new streets  
and the diversion of portions of existing  
streets in various parts of the Colony, and is  
based in a measure on the Imperial High-  
ways Act of 1835." This explanation is  
not quite sufficient and we have to go to the  
Bill itself to learn that the Governor-in-  
Council is to be empowered to narrow, stop,  
divert or turn any street on Crown land  
when deemed expedient. The Governor-in-  
Council in addition to its many other duties  
is thus to be constituted a highway  
authority, an arrangement which illustrates  
afresh the difficulties associated with the  
Crown Colony form of government, which  
has to supervise drainage, roadmaking and  
the other duties pertaining to petty local  
bodies as well as discharge the higher duties  
of government. Objections to any work pro-  
posed are to be considered by His Excellency  
in Council, and parties objecting will be  
permitted to state their case either person-  
ally or by representative. In the event of an  
objection being disallowed by the Governor-  
in-Council the work cannot be undertaken  
except by resolution of the Legislative  
Council, which it is proposed to make the  
representative authority in the Colony, and  
from whose decision there can be no appeal.

The Bill as presented did not meet with the  
approval of unofficial members, all of whom  
were of opinion that a clause for the provid-  
ing of compensation should be added.  
The Hon. Mr. KESWICK also objected to a  
matter in dispute being referred to the  
Legislative Council after it had been dealt  
with by the Executive Council, giving as  
his reason that any course approved by the  
Governor-in-Council was certain to be  
followed by the Legislative Council. His  
EXCELLENCY THE OFFICER ADMINISTERING  
THE GOVERNMENT did not see the neces-  
sity for a compensation clause, and in  
the course of his remarks he said,  
"We are told there is a likelihood of the  
Governor-in-Council after disallowing an  
objection on the part of an owner of  
property, forcing the resolution through  
this Council in the face of the opposition of  
the owner, and if it was a question of  
refusing compensation, I should think  
against the opinion of every unofficial  
member of this Council. The unofficials  
never give us officials any credit for having  
a conscience at all, I know." We put in this  
clause about referring objections to the  
Legislative Council for the very purpose of  
providing that the matter should not be  
done in a hole and corner manner, and that  
full publicity should be given to the transac-  
tion." As regards the compensation question,  
a clause in the Bill was subsequently amend-  
ed to enable the Governor-in-Council, in his  
discretion, to award such compensation as  
he might deem just. Now, in the Home  
Act a property owner has the right of  
appeal to the Quarter Sessions. The Bill in  
question, however, proposes to make the  
Legislative Council a final Court of appeal,  
which as the Hon. Mr. OSBORNE pointed  
out, is tantamount to an appeal from Caesar  
to Caesar. The Legislative Council, as is  
well known, is composed of, among others,  
most of the members of the Executive  
Council, so that in the event of a case in  
dispute being submitted to the former body,  
certain members will have already consid-  
ered it, and in all probability will adhere to  
the decision at which they arrived in the  
higher chamber. Again, the Legislative  
Council has an official majority, and  
although it is unlikely that the Governor  
would force through the Council a resolution  
which the unofficial members unanimously  
disapproved, still, in cases where the people's  
representatives differed, the decision of the  
Governor-in-Council would prevail, and a  
property owner would have no redress.  
Highway improvements might diminish the  
value of a person's property, or it might  
happen that they would enhance the  
value. The latter possibility, apparently,  
did not occur to members of the  
Council, but in such cases we presume  
that the Government would make no  
claim for the good they had done. An  
appeal to the Legislative Council would  
certainly receive full publicity, but whether  
it would receive the same consideration as  
would be accorded it by an independent  
body is another matter. In our opinion it  
would be a much fairer method to allow the  
right of appeal to the Supreme Court, or  
to a Board composed of an equal number of  
official and unofficial members, and presided  
over by one of the judges or magistrates.  
The system proposed by this new Ordinance  
is not progressive. It is really setting up  
another farcical body like the local Appeal  
Court. However, the Bill is not yet passed,  
and during the coming fortnight members  
of the Legislative Council will have ample  
opportunity to study suggestions, and if  
they think necessary, to act upon them.

The more prisoners working on San Ramon  
farm at Zambouanga overpowered their guard,  
killing one and wounding another. Seven of  
the prisoners escaped, taking with them one riot  
gun.

The hour of the early celebration of Holy  
Communion on Sundays at St. John's Catho-  
dral has been changed from 7.30 to 8.15 a.m.  
This change comes into force to-morrow,  
July 24th, and will continue in force until  
further notice.

Given favourable weather conditions, the  
annual promenade concert promoted by the  
Kowloon Cricket Club, to be held to-night,  
should be a great success. The programme is  
very attractive, while the surroundings will be  
invested with considerable beauty.

A Chinese was charged before Mr. J. R.  
Wood at the Magistracy yesterday with being  
in possession of and uttering counterfeit coin,  
and with returning from banishment. The  
charge of uttering was dismissed, but for having  
the spurious money in his possession the  
defendant was fined \$35 or a month, and he was  
sentenced to one year's imprisonment with hard  
labour and four hours' stoppage for returning  
from banishment.

How to be beautiful. Keep your  
Complexion, Mrs. Ellen's Creme Chamois,  
Lait Chamois and Special Skin Tonic and  
Poudre Chamois will enable you to do it.  
Her Specialties for the Skin are the study  
of a lifetime. A. S. WATSON & CO., LTD.,  
Sole Agents.

## TELEGRAMS.

[Protected by the Telegraph Message  
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[REUTERS' SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## THE RAILWAY STRIKE.

LONDON, July 21st.

Although the Amalgamated Society  
of Railway Servants refuses to support  
the strikers financially the men are  
most obdurate and have rejected peace  
overtures. This has deepened the  
impression that the shunter incident  
was only a pretext to ventilate other  
complaints.

The strenuous efforts made by the  
Company have resulted in an improved  
service of trains to-day.

## A SENSATIONAL SUICIDE.

LONDON, July 21st.

A well-known city stockbroker,  
Mr. Athelstan Cornforth, committed  
suicide in the Central Park of New  
York. He was an ex-clergyman, and  
suffered from nervous breakdown and  
latterly experienced small financial  
embarrassment.

DEATH OF THE COUNTESS  
OF WESTMORELAND.

LONDON, July 21st.

The death is reported of the  
Countess of Westmoreland.

## MILITARY TRAGEDY.

LONDON, July 21st.

At Fort Monroe, Virginia, ten men  
were killed and five injured by the  
blowing out of the breach of a twelve-  
inch gun.

THE NORTH EASTERN  
RAILWAY STRIKE.

LONDON, July 22nd.

The North Eastern Railway strike  
has ended by the men surrendering.  
An instance of the dislocation caused  
by this strike is the throwing out of  
employment of 30,000 miners.

## SEQUEL TO COTTON FRAUDS.

LONDON, July 22nd.

The committee of bankers formed  
last month to negotiate the Trans-  
atlantic interests affected in connection  
with forged bills of lading attached to  
cotton bills from the United States,  
cabled yesterday to the leading Amer-  
ican bankers notifying them that they  
would decline, from October 31st,  
to accept bills of lading accompanying  
cotton bills unless their genuineness  
was guaranteed by exchange buyers  
in America.

## THE KING AND HONGKONG.

The following despatch was laid on the table  
at the meeting of the Legislative Council on  
Thursday:

Downing Street,

17th June, 1910.

Sir, Your despatch and its enclosures have  
been laid before the King who has been greatly  
touched at hearing of the deep sorrow evinced  
by the British, Chinese and all sections of the  
inhabitants of Hongkong, and I have it in com-  
mand from His Majesty to express on his own  
behalf and on that of Her Majesty the Queen  
Mother and the other Members of the Royal  
Family their heartfelt appreciation of the  
sympathy shown throughout the Colony, and  
of the dutiful and loyal attitude of all classes  
of the community.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Sd.) CREWE,

The Officer Administering the Government of  
Hongkong.

## KAISERIN'S SISTER.

The death of Princess Feodora of Schleswig-  
Holstein, younger sister of the German Em-  
press, took place on June 21st.  
The Princess, who was 36 years of age and  
unmarried, died at Obersiebenbrunn, in Baden,  
from failure of the heart caused by rheumatic fever.  
She was of a peculiarly sympathetic nature,  
and thoroughly acquainted with the lives and  
aspirations of the poor both in Schleswig and  
Silesia, where her family has estates. The  
Princess was also mistress of the Low German  
dialects (Plattdeutsch) spoken in those provinces,  
and several little books have been written by  
her under the pen-name, "F. Hugin," in which  
the trials and tragedies of the people are  
described with considerable skill. She was also  
no mean artist, and has illustrated some of her  
own stories.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 21st.

**VILLAGERS AND SURVEYORS.**  
Some time ago I reported that a company of  
ignorant villagers attacked a party of student  
surveyors, broke their instruments and as-  
saulted several persons. The village was under  
the jurisdiction of the Nam Hoi Magistrate,  
and that official sent an account of what had  
happened to the Viceroy. His Excellency has  
placed the matter before the Canton Self-Gov-  
ernment Society, advising this body to procure  
the services of a good orator, who is to go to the  
village, and those in the neighbourhood and  
lecture the people on the use and value of  
surveying. There must be quite a large num-  
ber of these itinerant orators in the province,  
some setting forth Confucian doctrines, some  
teaching the value of Self-Government. Be-  
cause of the presence of many revolutionists in  
the City, the Tsoai of Police has just lately  
issued a notice prohibiting speech-making in the  
public streets, and a man found disobeying this  
rule a few days ago was promptly arrested.

## OPIUM.

In spite of the stringent opium regulations  
there is a large illicit trade done in this drug.  
Many opium dens still exist and a very large  
number of smokers are without licences. This  
state of affairs is due not only to laxity but to  
corruption on the part of those whose duty it is  
to carry out the law. There are several places  
here which sell small quantities of opium to  
poor persons, and neither the shops nor the  
customers have licences. A few days ago one of  
these dealers was nicely caught. It came to the  
ears of the Tsoai of Police that this shop was  
doing an illicit trade, so he sent a police officer  
disguised as a poor workman to the place to  
endeavour to procure some of the drug. The  
man easily obtained it, but a few hours after the  
police came to the house and seized it in the name  
of the law. There is so much evading the law  
that the Anti-Opium Bureau have just issued  
four stringent regulations having as their aim  
the punishment of those illicit traders.

## SPORTS.

There are to be sports on the ground of the  
Nanking Institution on the 13th of October  
and sportsmen from all parts are in-  
vited to attend. The entries will be put into five  
divisions, of which two have been allotted to the  
Two Kwongs and Hongkong. The Kwong Tung  
Sports Society are going to hold a meeting in  
the Y.M.C.A. to-morrow to discuss the best  
means of getting young men to enter for these  
competitions. The increased interest taken in  
sports by the Chinese is a sign that the people  
are becoming more susceptible to Western ideas,  
and whereas a few years ago a Chinese student  
would have thought it utterly beneath his  
dignity to engage in many sports, now nearly  
every school has its athletic association and the  
principles of the sound mind in the sound body  
is rapidly taking hold of the present generation  
of students.

## FROM THE SOUTH.

The Chinese resident in the Straits Settlements  
under the leadership of a noted merchant  
have sent to the Viceroy a memorial deploring  
the bad state of education in the Kwong  
Provinces. They point out that though educa-  
tion costs the treasury a yearly sum of 1,600,000  
taels, very little progress along modern lines is  
being made and the results do not justify the  
expenditure. The memorialists attribute this  
bad state of affairs to incapacity on the part of  
the present Educational Commissioner, whom  
they accuse of having filled up the posts in the  
Department of Education with members of his  
own family, most of whom are utterly incapable  
of fulfilling their duties. They urge the  
Viceroy to dispense with the services of the  
present Commissioner and to appoint a more  
capable man. A letter on the subject has also  
been addressed to the Self-Government Society  
and to the Educational Association.

## THE MACAO TROUBLES.

There is still a good deal of talk relative to  
the fighting at Macao. I hear, but do not guar-  
antee the statement, that the people of Hong  
Shan are very excited over recent events and  
are openly in sympathy with the pirates, whom  
they regard as patriots. There is talk of an  
organised attack to be made on the Portuguese  
Settlement, but it is probable that those stories  
have very little foundation. Nevertheless, the  
people of the Heng Shan district are a very  
restless set, and it would take very little to  
rouse them to make trouble. The fact that the  
Boundary Question still remains unsettled  
rankles in many people's minds, and it be-  
lieves the Chinese Government to take serious steps  
to prevent disorder arising. It is unfortunate  
that just at this juncture Admiral Li should  
have applied for permission to retire from  
service. The Admiral has done excellent work  
in keeping in check pirates and brigands, and  
the Viceroy will not accept his resignation, but  
has ordered him to remain at his post.

## RIOT AT GLOVE CONTEST.

The *Spectator*, Lisbon, reports a violent riot as  
having occurred at a boxing match which took  
place between a professional boxer named  
Azevedo, who has recently returned from the  
United States, and a coloured man named Costa,  
who is of huge proportions. The building in  
which the contest took place was crowded to the  
utmost, there being about 4,000 spectators  
present. Both pugilists used four-ounce gloves.  
In the second round Costa, with a tremendous  
swing, caught Azevedo on the jaw, sending him  
instantly to the ground. When Azevedo was  
regaining his feet the coloured boxer, it is alleged,  
seized the contest and punished his adversary  
while he was on the ground. Azevedo's seconds  
interfered, endeavouring to pull Costa away.  
The seconds of the coloured fighter thereupon  
attacked the opposing party, and the spectators,  
amid general uproar, took sides. The affair  
quickly degenerated into a free fight. Blows  
were justly exchanged on both sides, and the  
wildest confusion prevailed. The crowd grew  
still more turbulent, and the police who were  
present were utterly unable to quell the riot.  
Reinforcements of gendarmery were summoned,  
and finally order was restored. It was then  
found that over 30 persons had received more  
or less serious injuries.

## SUPREME COURT.

Friday, July 22nd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND  
(Acting Puisne Judge).

**THE FALSE IMPRISONMENT CASE.**  
The case was again mentioned in which  
Wong Fu Ng, comrade, sued Captain A. A.  
Johnson of the s.s. *Shui On* to recover damages  
for false imprisonment.  
Mr. Davidson (of Messrs. Hastings &  
Hastings), who represented the plaintiff, asked  
his Lordship if he would hear argument in  
Chambers to-day regarding the question of  
special damages.  
Mr. Sheaton (of Messrs. Deacon, Looker &  
Deacon), who represented the defendant, said he  
would be ready.  
His Lordship—Very well.

## AN AILING LITIGANT.

Wong Sham, trading as Wong Sham Kee, v.  
Leung Keng Chan, partner of the *Fe Fung*,  
was a claim for \$647.25, balance due for work  
done and materials supplied.

Mr. Otto Kong Sing appeared for the plaintiff,  
and defendant was represented by Mr. P. W.  
Goldring (of Messrs. Goldring, Barlow &  
Morrell).

Mr. Goldring—My foki is still sick, my Lord.  
His Lordship—Then I don't see how I can  
possibly get on.

Mr. Kong Sing—I would suggest that your  
Lordship should fix a day for him to bring his  
accounts in. I have an account which shows  
clearly that the defendant owes us \$2,000 odd.

Mr. Goldring—That is what you say.  
His Lordship—Is there no dispute between  
you and him?

Mr. Goldring—No.  
His Lordship—I think there is.

Mr. Goldring—It is certainly not all clear.  
His Lordship—We'll put the case in next  
Friday's list, and then see how the foki is.

Mr. Goldring—Yes, I understand he is very  
ill. He has got beri-beri.

Mr. Kong Sing—He had that a couple of  
weeks ago.

Mr. Goldring—He is very ill. He may never  
be able to come.

His Lordship—I will put the case in next  
Friday's list.

## CLAIM FOR GOODS SOLD.

S. Montrie & Co. v. R. F. Daly was a claim  
for \$167.80 for goods sold and delivered.

Mr. P. W. Goldring appeared for the plaintiffs,  
and Mr. Hinds (of Messrs. Bruton & Hett)  
represented the defendant.

Mr. Goldring—I would ask your Lordship to  
fix a day.

Mr. Hinds—I must ask for the usual ad-  
journment.

Mr. Goldring—If my friend has the hardihood  
to do that, I must tell your Lordship how he  
has behaved. I could get nothing from him but  
a shifty verbal undertaking that they would  
appear. I would ask your Lordship to give me  
a day, as there is no defence.

Mr. Hinds—There is an absolute defence.  
What they are suing for is goods sold and  
delivered, and if there is anything due at all, it  
is due under a guarantee to pay for goods  
supplied to somebody else.

Mr. Goldring—The claim is perfectly clear.  
His Lordship—I have not got a day.

Mr. Hinds—I must have particulars.  
Mr. Goldring—They have been delivered. I  
sent them to my friend by letter. If your  
Lordship will give me a day next week.

Mr. Hinds—I am entitled to one week's  
adjournment to go into the case.

Mr. Goldring—I would not ask for a day only  
the circumstances are peculiar. My friend's  
firm absolutely misrepresented things to me.

Mr. Hinds—I beg my friend's pardon, but  
they did nothing of the kind. My friend wanted  
our firm to give a personal undertaking that we  
would be responsible.

Mr. Goldring—I never asked such a thing  
at all. It wouldn't be worth having.

His Lordship—I will fix the case for Friday  
week.

## A WARDROBE DETAINED.

J. C. Clark brought action against M. S. Hoy  
to recover \$1,000 damages for detention of  
clothing.

Mr. Otto Kong Sing appeared for the plaintiff,  
and Mr. J. H. Gardiner represented the  
defendant.

Mr. Kong Sing—Will your Lordship take  
the case on Monday? This is a very serious  
action, as my client's wardrobe has been detained  
by the defendant and he has no access to it.

Mr. Gardiner—My client's money has been  
detained, my Lord. The defendant claims that  
she has a lien on these belongings. They are in  
the room which was occupied until a few days ago  
by the plaintiff, and the defendant is anxious  
to have these things removed from that room  
because she wants to make use of it, but she does  
not like to go and interfere with a gentleman's  
belongings unless the plaintiff is there, or some-  
body representing him. I would like your  
Lordship to give me instructions.

Mr. Kong Sing—Make a special order for  
my attendance, and my friend will pay the costs.

His Lordship—Will you take away your  
case?

Mr. Kong Sing—That is what we want to  
do.

Mr. Gardiner—They are quite prepared to do  
that.

Mr. Kong Sing—But there is a provision  
attached.

His Lordship—What is that?

Mr. Kong Sing—That the plaintiff pays.  
His Lordship—I can only make an order by  
consent.

Mr. Kong Sing—Will your Lordship take  
the case on Monday to prevent any further  
inconvenience to my client?

Mr. Gardiner—And to mine.

Mr. Kong Sing—Will your Lordship fix it  
for Monday at 10.15 a.m.?

Mr. Gardiner—There are other cases fixed. I  
am like my friend. I don't want to hang about  
the Court all day.

Mr. Kong Sing—I will have a special clerk  
in attendance. I know my friend is a very  
busy man.

His Lordship fixed the hearing for Monday  
morning at eleven o'clock.

## LOCAL SPORT.

## V.R.C. SWIMMING FETE.

A swimming fete to celebrate the opening of  
the new bath at the Victoria Recreation Club  
will take place this afternoon, starting at 4 p.m.  
The programme includes a water polo match  
between the Boys Own Club and the 87th Co.,  
R.G.A., which is the first match in the Shield  
Competition; a two lengths handtrap; plunging;  
diving for objects; swimming under water; a  
team race; and a V.R.C. water polo match.

## LAWN BOWLS.

Messrs. Currie, of Taikeo, and Davey, re-  
presenting the Civil Service Club, met in the  
League Championship (open) on the Police  
Recreation Club ground last night. The result  
was an easy win for the Taikeo player, who  
defeated his opponent by fifteen, the final score  
being—

Mr. Currie..... 21

Mr. Davey..... 6

## A TROPICAL ROMANCE.

A "Romance of Tropical Pioneering" is  
recolled to public notice in the announcement  
that that fine man, George Clunies Ross, has  
died at Ventnor, in the Isle of Wight, not long  
after his arrival, in quest of health, in England.  
Indeed, he passed through Singapore on April  
23rd, being a fellow passenger from Batavia in  
the Dutch mail with our Colonial Secretary, Sir  
Arthur Young, on his return from his official  
visit to the Cocos Islands, the tiny Island Empire  
of the Clunies-Ross dynasty. There is hardly any  
corner of the earth where a purely patriarchal  
system of government, in the simplest Ar-  
cadian conditions, has been carried on for three  
generations without the interruption of outside  
interference. And the remarkable thing is that  
it has been an old Scotch skipper, his son and  
his grandsons, who have directed and ruled this  
little Asiatic community of islanders in such  
a way that, just as the opium of the  
"Arabians," crime is unknown and money  
plays no part in their elementary system of  
exchange. There is a close parallel between that  
little community of the Cocos and the patriar-  
chal ruled state of Sarawak, but while  
Rajah Brooke went into an ancient Borneo  
state by the invitation of its inhabitants as a  
ruler, old Captain Ross, away far back in the  
early 'twenties of last century, settled on his  
little isolated archipelago of the Keeling Islands,  
as they were then known, as a settler and  
squatter, and created his community partly out  
of the society of a Dutch labourer there, and  
imported native labour from the Dutch Archi-  
pelago. It was the extreme isolation of his  
sea-girt territories that gave Capt. Ross so free a  
hand in the gradual consolidation of the small  
community that grew and prospered in an  
elementary way under his fatherly sway.  
In about thirteen years a Clunies Ross will be  
able to celebrate the centenary of his family's  
dynastic occupation of the Cocos group, as it is  
now called. And it is gratifying to know that  
throughout all these many years there have been  
no real domestic difficulties, and the only afflic-  
tion those simple people have suffered has been  
from cyclones destroying their coconut groves  
and tearing up their frail dwellings. It is just a  
quarter of a century ago George Clunies Ross  
was a fine upstanding man with that quiet air  
of control that just fitted his role as director  
of the destinies of the Cocos and their un-  
sophisticated inhabitants. Sir Arthur Young  
spoke of him this year as a man of severity  
years of age, full of energy, and, in spite of  
the great cyclone disaster which ruined the  
fortunes of the islanders, buoy with plans  
for rehabilitating the position of the simple folk  
of whom he was the father and counsellor. How  
wisely the islands were ruled may be seen in a  
brief paragraph in the last official report by the  
Straits Colonial Secretary, which mentions that  
only five children were getting a sort of elemen-  
tary education at a kind of "day school" kept  
by a couple of natives. Sir Arthur Young said—  
"Mr. Ross is, however, not a believer in educa-  
tion for those who have to earn their living by  
manual labour." This, says Sir Arthur, is prob-  
ably the true cause for non-attendance at  
school. We would add that it is the true cause  
for that ideal though elemental happiness in  
which these islanders dwell. Education would  
certainly breed discontent, and induce crime, and  
diminish the sum of communal content and peace  
prevails. For the educated class there would be  
nothing but to leave the island, for its limitations  
are irreversibly fixed by nature. The late  
George Clunies Ross was a survival of the type  
of Abraham, Isaac and Jacob, with the differ-  
ence that they were nomadic and pastoral while  
he was hemmed in by a wide ocean, and his  
tribesmen were fishers and cultivators. There is  
no such talk of the "simple life" nowadays,  
or rather an affection of talk, but, out-  
side the pages of fiction it is hardly possible  
to conceive of any man of British descent  
by a couple of natives to leave the island, for its  
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WITH DOG AND GUN IN THE  
NEW TERRITORY.

## SNIPE SHOOTING.

In the preceding article I remarked that snipe were migratory. Where they come from each season has frequently been a matter of some speculation with local sportsmen. I think, however, the fact has been fairly well established that Southern Siberia and Manchuria are their breeding places, and that they start on their long trek southwards as soon as their young are fully fledged. Their arrival here is, year by year, timed with constant regularity. Generally towards the end of the second week in August a few "pilot" birds arrive, exhausted with their long flight, and thereafter the birds arrive in increasing numbers. September may be said to be the real snipe month, and it is then that the "annual slaughter"—as I once heard a worthy local sportsman describe it—commences. I remember a good many years ago having seen snipe in the padi on the 3rd of August, but the crops that year were exceptionally early. The snipe haunts in this part of the world are totally dissimilar from those in Britain—there bog and moorland, here cultivated padi fields. While padi is grown over the New Territory, it is only in the Northern and Western parts of the Territory that snipe are found in sporting numbers. In these parts, the valleys are wider, and the padi fields of greater extent; also the soil is more suitable. To the unobservant eye, a whole stretch of padi fields may look exactly alike, and yet one is puzzled to find snipe occupying certain spots only, with large unoccupied stretches. The reason is that snipe delight in fields rich in food and animal matter, and where the soil is rich and loamy. In the New Territory the soil in many parts contains oxide of iron, and the water has a slightly bitter and mineral taste. The soil has a reddish-yellow appearance, grubs, fish or frog spawn are entirely absent, and while padi thrives fairly well one will find a solitary snipe. Snipe are too well known to need describing, but there is often argument here as to how alike or unlike the Asiatic are to the British species, some maintaining they are larger, while others are equally certain of their being smaller. Personally, I consider there is little difference in the actual size. The British species are perhaps, more heavily plumaged, with, I think, a slightly longer wing, but in actual bulk there is little if any difference. There is, however, a marked difference in their habits, the British bird being wilder and more solitary. Here, if the feeding ground is suitable, one will find snipe feeding right under the village walls, sometimes too lazy or indifferent to take wing. In flight, the difference in speed is very marked. The writer has painful recollections, as a youth, of spending fabled hours, with an old muzzle-loader in the bit of bogland adjoining the paternal homestead, in the vain attempt to knock over a snipe, and of these birds with a "peck" and a whirr of wings vanishing like the spark from a contact wire. Here, in comparison, the snipe move themselves quite leisurely, and they are by no means difficult to the practiced sportsman. When after snipe in the New Territory dogs are not required. The padi fields being generally of small area, the whole valleys are consequently so intersected with narrow bunds, that one can, without dogs, thoroughly work a stretch, and rise the birds as fast as they can be shot. Dogs, too, would only injure the crops, besides being altogether unnecessary. A village youth can be hired for a moderate sum to "pick up and carry," and with luck a fair bag should be got. I have on two occasions seen 50 brace fall to one gun in a day, but this is exceptional. About 20-30 brace is considered good, but I have seen poor shots elated over a few brace. One formerly well known business man, alas! now dead, one day failed to bag a single bird. Coming home in the evening he espied a solitary snipe sitting on a bund, and there and then without delay and in defiance of the laws of sport he shot that bird and triumphantly bore it away. The snipe country of the New Territory is to be found as follows:—In the Ha Tsun valley, the Shap Pat Heung valley, the Tai Shan Wai reclaimed swamp near San Tin, the Lung Kwat Tan-Sheung-Shui valley, and the Luk Yuk valley. The first named of these, roughly, takes in the whole country between Castle Peak and Deep Bay and between the Ping Shan and Ha Tsun villages. The snipe here are found only in two small patches, i.e., between Ha Tsun and Shap Pat, and between Ping Shan and Ping Shan villages.

The Shap Pat Heung is a larger valley, with more padi cultivation than the former. Here, also, the snipe are found in two patches—South-East of the Au Tau Police Station—the centre of the ground being marked by an old disused brick kiln—and in the triangular piece of ground bounded by the Shui Pin Wai, Kiu Tai Wai and Wang Chan villages. Snipe will, however, not be found in the last named place if the season is very wet. The Tai Shan Wai reclaimed swamp runs along the southern foot of the hills from Shap Pat to San Tin villages, and is reached via Au Tau Station, turning to the left. The ground is excellent if the season is a dry one, but is hopeless in a wet season, as the low lying ground gets quickly flooded. It is, however, a good "winter" snipe ground. The Lung Kwat Tan-Sheung Shui valley stretches from Loü on the frontier to within a few miles of the Western end of Starling Inlet, Mirs Bay. Snipe are found here in several wide apart places, the principal of which are, that just in front of Kwan Ti village, in front and behind San Uk village, Lung Kwat Tan, between Fan Ling and Sheung Shui on both sides of the railway bank, and the low-lying stretch between Sheung Shui village and the hills to the North and North-East. Two other good

patches are those in front of Tsung Un, Ho Sheung Hoang, and in the small valley between Fu Ti Au and Lo Fu Ferry on the north bank of the railway. Winter snipe are found in fairly large numbers in the bogland to the South of Pinglong village, and in two large bogs to the South and South-West of Ho Sheung Hoang. The Luk Yuk valley is on the extreme northern frontier and is partly divided by a large stream which is the Anglo-Chinese border. Here snipe are found between Lo Fong Customs Station and Lo Shui Ling village on the British side, and near the Western end of Lo Fong village on the Chinese side. Other patches are those between Ping Yung and Ping Tsia village, and in front of Shan Kai Village. To reach the Ha Tsun, Shap Pat Heung and Tai Shan Wai ground, it is advisable—unless one has a private owned launch—to take either of the passenger launches *Han on* or *Po cheung*, which do a daily trip to and from Sham Chun Chi. The starting place is at the end of Wing Lok Street, and the hour 6 a.m. This is also the best way to reach the ground on the west bank of the Sham Chun River, Chinese territory. This is also an excellent snipe country, and it extends from Shap Tsia village to Sham Chun and beyond. The other portions of the New Territory will be more quickly reached by rail when that institution is once open to traffic. Hongkong being essentially a business place, Saturday to Monday trips only are permissible. To spend a night in the New Territory without hotels or resthouses to repair to may seem a hardship, but with a small folding camp-bed and mosquito curtain one can sleep soundly in one of the numerous temples—absolutely safe and unoccupied. With a couple of coolies to carry baggage and some tinied provisions, a party of 3 or 4 can have a pleasant time. To those better supplied with the humble dollar, a private launch anchored in Deep Bay will provide all comforts. Personally, I much prefer the first-named manner of getting around, and, Micawber like, "waiting for something"—or rather some temple—"to turn up."

Next article will deal with partridge, their haunts and habits, and the best way to secure good sport when after this, the best and biggest of all our game birds here.

## "SPORTSMAN"

## NEW ROADS IN NEW TERRITORIES.

The following is the report of the Director of Public Works is of interest:—By arrangement with the Military Authorities, a new road was constructed from near Kowloon City to Shatin Pass by way of Chuk Un Village. The road is 23 miles long and 9 feet in width. It was originally designed to be 7 feet in width, but was subsequently widened to 9 feet. From near Kowloon City to beyond Chuk Un village, it is practically level, but beyond this point it ascends the Kowloon range of hills with gradients varying from 1 in 43-82 to 1 in 52 until it reaches Shatin Pass at an elevation of about 960 feet above Ordnance Datum. The surfacing is of decomposed granite except where the road passes through rocky ground, where it has been surfaced with concrete. There are 20 culverts, some of which are of considerable size. A side channel of lime and concrete concrete has been constructed throughout that portion of the road ascending the hill, and numerous cross drains have been provided for the escape of storm water. The work was nearing completion at the close of the year. The arrangement made with the Military Authorities was that they should contribute one-third of the cost of the section extending from near Kowloon City to Chuk Un and defray the entire cost of the remainder of the road, the Colonial Government undertaking to maintain the whole road in future. The estimated amount of the Military contributions were \$2,000 and \$5,700, or a total of \$7,700. In view of the widening of the road to meet their requirements, their total contribution was subsequently increased to \$10,332, of which only \$2,000 had been paid up to the close of the year. The total cost of the road has been:—

Resumption of land .....	\$1,605.94
Construction of road .....	17,309.14
	<hr/>
	\$18,915.08
Deduct contribution by Military Authorities .....	10,332.00
Net expenditure by Government .....	\$8,583.08

A balance of \$4,492.68 remained to be paid in 1910.

The expenditure during the year amounted to \$11,217.78, of which \$11.26 was for resumption of land. Road from Castle Peak to Ping Shan.—This road is 43 miles long and 6 feet in width, except in some of the outcrops, where its width is increased to 8 feet. It runs through a flat valley and is generally on embankment, but, to afford a good alignment and obtain material for the embankment, it was found advantageous to carry it in cutting through some of the spurs of the adjoining range of hills. In setting out the road, the possibility of laying a light railway along it, as a future period has been provided for and both gradients and curves have been determined with this in view. The maximum gradient is 1 in 100 and the road is surfaced throughout with decomposed granite. There are five bridges, four of one span (varying from 10 to 15 feet) and one of two spans (each 25 feet). The bridges are 14 feet in width, being constructed for the full width to which it is ultimately proposed to widen the road. The abutments are of lime concrete faced with rubble masonry in lime mortar and the decking is of reinforced concrete. Some stream diversions were made in carrying out the work. The road commences at a rocky promontory on the East side of Castle Peak Bay, where it is proposed to construct a pier to enable launches to come alongside at all states of the tide. The work was practically completed with the exception of a causeway and some minor works within the first mile where the road skirts the bay. The expenditure during the year amounted to \$14,485.35, which included \$4.83 for land resumptions and \$393.96 for surveying and certain expenses of supervision.

Extension of Ping Shan Road to Lo Long.—A survey was made with the object of extending the road above described to the important village of Lo Long. The only expenditure that had been incurred up to the close of the year was \$50.35 for land resumption and \$180 for surveying expenses. The length of the extension is 1.7 miles. Road from San Tin to Au Ha Gap.—A survey was also made for the construction of a road between the places mentioned. It is intended eventually to link up this road with the one to Lo Long and to extend it to Shatin Kok, thus providing a good road from Castle Peak Bay to the place last mentioned. Crossing the railway near Tan Ling Station, it will open up communication with it from the extensive districts which it traverses. The only expenditure during the year was \$81 in connection with the survey.

1909 Estimates .....	\$25,000.00
1909 Expenditure .....	24,518.08

## MARINE OVER-INSURANCE.

An interesting discussion on the subject of marine over-insurance took place in the House of Lords on June 27th.

Lord Ellenborough said the Government was to be congratulated on having passed a Bill dealing with P.P.I. policies last year, which had the effect of checking these insurances on ships which were made a gamble by persons who had no interest whatever in the ship concerned. That measure, however, only dealt with a portion of the evils connected with the insurance of cargo vessels. He hoped before long to see another Bill passed as a non-party measure, which would have the effect of putting an end to the over-insurance of old and worthless ships. Under the present system some shipowners still made more money by the loss of a ship than they would by her safe arrival in port. When these ships were never heard of again after leaving harbour, it was very difficult to get sufficient evidence as to the cause of their loss, because the principal witnesses were drowned. Even when the crew were saved and the vessel abandoned in the open sea, the inquiry into her loss was something like a coroner's inquest without a post-mortem examination.

## THE "CADOXON."

The *Cadoxon* was 30 years old. She left Cardiff for Lisbon on November 16, 1909, with a crew of 18 men and a cargo of coal. She was met with heavy weather, and was abandoned on November 22 at the mouth of the Channel. Her crew were picked up by a passing vessel. The Court at Cardiff considered that the outside value of the ship was £6,000. Her hull and machinery were insured for £12,000, exactly double her worth, and the total of the insurances amounted to £14,000. The owners were there, in the position of a racing man who stood to win £8,000 on bets against his own horse. The Court reported "that the loss of the vessel was due primarily to her making abnormal water owing to some mysterious cause, and proximately to the omission of the master and chief engineer to take prompt and obviously available measures, for which the Court found them in default. In the annex to the report they stated that:—In the mass of discrepancies, of contradictions and inconsistencies, disclosed by the evidence, there are also some matters constituting common ground, and some matters not in dispute. The *Cadoxon* did not sustain serious damage, and if proper measures had been taken she might have been saved. The culpable omissions of the master and chief engineer indicate an absence of desire to save the vessel. There is evidence that neither the master nor engineer had any previous experience of the sea, and that the vessel was more valuable to her owners when founded than when afloat. But the Court notes that the history of, and the story of the loss of, the *Cadoxon* are not dissimilar from previous wreck cases in their salient features—viz., an old vessel trading at a loss, over-insured, cause of loss a mystery, and neglect of prompt and obviously available measures to save the vessel."

Another inquiry was held at Newcastle-on-Tyne into the case of the *Lyngedale*, a vessel which was lost in the North Sea. The Court also condemned the system of over-insurance of worn-out or damaged ships. An article on the question appeared in *The Times* of February 4, which was well worthy of perusal. The following solution of the problem was suggested in it:—"The arrangement is for underwriters to insist on a high valuation not very desirable for ordinary claims, but to pay only a certain proportion of that amount, perhaps 75, 60, or 50 per cent, should a total loss occur. Thus in case of an accident repairs would be paid in full, but in case of a total loss, only a percentage of the insured value. In his opinion, the smaller the percentage the better. In the case of an over-insurance the owner made a bet against the safe arrival of his own ship. Their lordships all knew what the Jockey Club would do to any of them if found to be betting many thousands against his own horse. He should like to see the over-insuring manager owner warned off the Newmarket Heath of shipwrecking, and forced to sell all his interest in ships within three months of such an offence being proved against him, under penalty of arrest being forfeited to the Crown. One remedy against over-insurance would be to enlarge the powers of the Courts of Inquiry. They had power to stop a negligent captain from earning his livelihood at sea. Why not give them similar powers to deal with any owner, if by his misconduct, negligence, or undue economy, he had contributed to the loss of a ship? The owner should be of course have the right of appeal to the High Court. If such was the law there would be fewer of these malicious owners of single ship companies who brought such discredit on the shipbuilding profession."

## THE REMEDY.

Mr. Joseph Chamberlain, when President of the Board of Trade in 1894, brought in a Merchant Shipping Bill which provided the true remedy. Under it, the owners of the *Cadoxon* would only have received about £6,000 for the loss of their vessel. The over-insurance of £8,000 would have been forfeited as a penalty. In the case of the *Kingswell*, £9,000 might have been paid to the owners and £6,000 forfeited as a penalty. Whether the underwriters would also have had to pay penalties was not clear, but the premiums for the 12 months in the case of the *Kingswell* amounted to about £2,200. The rates were 15 to 19 guineas per cent, no discount, payable in advance. But—Mr. Chamberlain's Bill of 1894 contained 101 clauses and was so complicated that it was never passed. It was withdrawn in consequence. He could scarcely expect that any legislation on this subject would be non-contentious, but he hoped that, if the Government had the courage to bring in a short two-clause Bill, it would be strongly supported by the Opposition benches in both Houses, and that both parties would vie with one another in endeavouring to carry a Bill which would have the effect of doing away with what had been a shame and disgrace to Great Britain for many years. He also hoped that such a Bill would have the support of the vast majority of shipowners, who carried on their business legitimately. Though he felt very strongly, he had endeavoured to express himself in moderate language. There was a calm in party politics at the present moment, the calm in the centre of a storm. Why not make use of that calm to pass a small non-party measure for the benefit of the British seaman?

Lord Brassey said as a member of the Royal Commission on Unseaworthy Ships he desired earnestly to support his noble friend. Of all the preventive causes of loss of life at sea, over-insurance was the most fatal. The testimony borne by experienced and authoritative witnesses before Royal Commissions was unanimous on this point. Mr. Harper, secretary to the Salvage Association of Lloyd's, said before the Commission on Unseaworthy Ships:—"The case of a ship divided itself into a hundred particulars, and it is certainly likely to be relaxed in the case of an owner who knows that if his ship goes to the bottom, perhaps from the very circumstance that he has not given sufficient attention to her, he not only gets the whole of his money invested in the ship, but a profit besides into his pocket."

Both this Commission and the Commission on the Loss of Life at Sea were agreed as to first principles. Both concurred that insurance should not give to the shipowner more than an indemnity against loss, but while strongly recommending revision of the law, they very properly recognized that the process must be gradual. The Commission on Unseaworthy Ships recommended that an attempt should be made to induce foreign nations to adopt a general code. Action on this side was not recommended as being long delayed. Pending the revision of the law, the remedy would best be found in the adoption of the suggestions of his noble friend. Some years ago, while lying at anchor off Constantinople, a steamer from the Black Sea dropped anchor near him, evidently much overladen. In the course of the day he received a letter from the engineer of the ship saying that they were about to go to sea in a dangerous condition and asking him to take steps to detain the ship. He went to the British Consul, who said, if the crew complained, prompt steps should be taken to detain the ship. He (Lord Brassey) went aboard, the crew were landed and he addressed them, offering to carry any complaint to the Consul. He said the engineer said he was entirely satisfied and no member of the crew desired to make complaint. The steamer proceeded, and off the English coast, and in was alongside, and the crew were safely removed. It was shown at the inquiry that the steamer was over-insured to a large amount, and the owners were paid in full. Under the law proposed by his noble friend this mischievous practice would not have occurred. It was cheering to turn from insurance against disaster to the notable reduction in deaths at sea by wreck and casualty. The figures were in 1897-8, one in .57 of the total number of the crews; ten years later, one in .397; in 1907-8, one in .503. The improvement reflected the highest credit upon shipbuilders and shipowners. His noble friend's suggestion would cause no embarrassment to the honest shipowner. They might do something to relieve him from the unfair competition of reckless men.

Lord Hamilton of Dalzell said that the Government did not complain that the noble lord had brought this matter forward, as they recognized most fully that in a maritime country such as this Parliament should not lose sight of the question. He could assure him that this particular question was receiving the closest and constant attention of the Board of Trade. The noble lord called attention to the loss of two particular ships which had occurred within recent months, and pointed out that in each case the Court reported that the ships were insured considerably above their value and that there was a certain amount of mystery connected with their loss. Further, the reports commented adversely in general terms on the system of insuring ships considerably above their value, but it was to be observed, at the same time, that in both cases, although the Court pointed out that there were suspicious cases, it did not find that any malpractices had occurred and did not feel called upon to deal with the certificates of the two officers who were judged guilty of culpable negligence. He admitted fully that the practice of insuring ships above their value was clearly open to abuse, and it was natural that when such a ship was lost suspicion should be aroused. In these cases it was very seldom that they could get beyond suspicion. Not that that was an altogether bad thing, because the noble lord would remember that a case in favour of P.I. last year ended almost wholly on suspicion, which was, however, strong enough to justify the interference of the Government. If suspicion again became strong and the President of the Board of Trade was persuaded that the Government ought to interfere, he would do so. At present he could not say that his right hon. friend, as advised, was prepared to introduce legislation. Two of the proposals in the noble lord's question dealt with penal legislation, and if that were desirable it was not difficult to follow more or less on the lines proposed. The suggestion obtained in *The Times* article which had been referred to really dealt with a new method of insurance, and if that method commended itself to the underwriters and shipowners, there was no reason why it should not be adopted. At the same time it was not easy to see how either party could be compelled to adopt such a method against their will. What it would really amount to would be a new method of covering a high valuation of a ship for the purpose of covering partial loss and a low valuation in case of total loss. As that proposal appeared in *The Times*, on the face of it it seemed rather one-sided and to favour the underwriter as against the shipowner, but that could not be adjusted by mutual arrangement if the system were approved. In speaking of over-insurance one ought to mention that a ship was insured against total and partial loss, and that these were different things. A ship was probably worth less in the market than a new one, and for that reason it ought not, but partial damage was more likely to occur to an old than to a new ship, and he understood that underwriters sometimes insisted on a rather higher valuation than was justified by its actual market value. If any new legislation were proposed it would be based on inquiry and investigation. He did not wish to make the changes that might arise, and in at one country and arisen, from over-insurance, but hoped that the noble lord would rest content with the assurance that the Board of Trade were keeping a very watchful eye on the matter, and would accept the Bill of last year as an earnest of the fact that if action was shown to be necessary the Government would not hesitate to take it.

The Marquis of Salisbury said that the noble lord had dealt with the question sympathetically, but had not gone much further. No doubt the Board of Trade had been keeping a watchful eye on the question for a quarter of a century, but he could not help thinking that some conclusion had been arrived at which the noble lord had not communicated to the House. He had made a sealed letter reply that did not carry them much further. He did not tell them what were the arguments against legislation on this subject. What made the subject deal with sea risks, and that there were difficulties with which they were not familiar, but if the noble lord would communicate them to the House it would give very great relief and satisfaction. Although in one sense it was not satisfactory that nothing was to be done, their lordships were relieved from responsibility in the matter. What opinion had the Board of Trade formed as to the prevalence of this over-insurance of ships? Was it going on to a large extent? He assured the Government that if they would bring in legislation to deal with this evil, such legislation would not be treated in either House in any party spirit. (Hear, hear.)

## WRIGHT AND GREIG'S "PREMIER."

SCOTCH WHISKY—just the same as you get at home in Scotland.—Adv.

## JAPANESE WRESTLING.

Of 1 to years many foreign-born wrestlers have appeared in London; and those who have made a special study of the sister-art to boxing have been able to see how the characteristic methods of this or that national style may be adapted to the catch-as-catch-can system, which is the most inclusive of all, and so might almost be defined as a kind of common multiple thereof.

Of all the invasions of foreign wrestlers none has been so interesting as the appearance of the official practitioners of *Sumo* at the Japan-British Exhibition. Hitherto the merits of the ancient Japanese mystery of wrestling—a mystery it is in the medieval sense of the term—could only be indirectly appraised from what has been seen of a number of Japanese wrestlers, small men for the most part, in catch-as-catch-can work. In that utterly un-Japanese style they had proved themselves amazingly clever in outwitting manœuvres, especially tripping; and much heavier opponents would make haste to get down to the mat lest they should be felled so swiftly and forcibly as to be caught immediately afterwards at a disadvantage. Now that *Sumo* with its 48 chief devices (each with eight variations) and countless minor stratagems can be studied, it is easy to understand the origin of that unanny dexterity in the first stage of a catch-as-catch-can bout.

The forty Japanese wrestlers at the White City are regarded in their country as members of an honourable guild, and they have all been educated to their vocation from earliest childhood. Usually two boys wrestle together, so that the training partners are never absent. In order that the legs may increase in length they are not allowed to sit tailor-wise, after the fashion of Orientals, but are compelled to use benches; and their dietary includes more flesh than is usual with the Japanese (who can march and fight all day on a handful of rice) so that they may gain weight. The result is that these wrestlers are much above the racial average in weight and stature, though none of them are very big men according to Western ideas. But they have the compact all-round Japanese physique, and are all a stone or more heavier than one would think when mentally weighing them by the light of Western ring-side experience. In point of fact they are wrought of living bronze, having the tremendous strength and stamina which come of the avoidance of over-eating and over-drinking (evils avoided in the Orient only by the Latin races, who are just beginning to show their latent capacity for athletics of all kinds), and also extraordinary pace and agility.

The best of these wrestlers are *concoits*, so to speak, of the Edo Temple, near Tokyo, which was built as the memorial of the victims of a vast conflagration—victims so numerous that the translation of each individual could not be celebrated with the customary rights of Buddhism. There was no endowment for their training, and wrestling contests were instituted to provide for the but one beginning to show the upshot of the fabric. It follows that the members of the Edo athletic guild wrestle for the glory of Gautama, and that each bout (even one at the White City) is a kind of prayer for the progress to men (that have been dead for centuries) in the upward path towards Nirvana, the motionless point in space and time about which whirled the wheel of life and all other worlds. Each bout is none the less a prayer because it breathes the living spirit of the contest, and is a prayer with a thrill of excitement. (Hear it occurs to me that some of our great professional football teams began as Church clubs. But the touch of sanctity has long since vanished and also, it is to be feared, some of the savour of sportsmanship.)

The Japanese are too practical to neglect traditional observances that sanctify the commonplace of living, and the art of *Sumo* is displayed with significant pomp and solemn circumstance. The wrestling dais with its four pillars and canopy is a temple itself; by the northern and outer pillars stand grave, silent, motionless in dusty robes who, I do not doubt, are the representatives of a priesthood pledged to poverty. On the top of the dais, which is built up of straw bundles and about 3 ft. high, the ring, outlined by a little ridge of plastered straw and strewn with fine sand. There are two companies or factions of wrestlers (as with the gladiators of the Roman arena), and these outer pillars are dedicated to the rising or setting sun. When East thus meets West no "lirgin down" bout, no mere exhibition of prearranged stratagems, need be feared; the rivalry of the factions from the two world's ends causes the struggle to be fought out in downright deadly earnest. On the pillars hang small receptacles for salt, which has an immemorial sanctity in Japan, being of the very stuff of wholesome holiness. Every wrestler takes a pinch and casts it in a little cloud among the dust, one, and for that reason it ought not, but partial damage was more likely to occur to an old than to a new ship, and he understood that underwriters sometimes insisted on a rather higher valuation than was justified by its actual market value. If any new legislation were proposed it would be based on inquiry and investigation. He did not wish to make the changes that might arise, and in at one country and arisen, from over-insurance, but hoped that the noble lord would rest content with the assurance that the Board of Trade were keeping a very watchful eye on the matter, and would accept the Bill of last year as an earnest of the fact that if action was shown to be necessary the Government would not hesitate to take it.

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## WOMAN'S



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## THE SCOURGE OF THE TROPICS.

### HOW TO OVERCOME THE RAVAGES OF THE MALARIA PARASITE.

"A Golden Statue should be erected to the discoverer of a means of banishing Malaria from the Tropics."

In those striking words, a short time ago, a distinguished man once again drew attention to a subject whose importance, as every resident in the Tropics is only too well aware, it is impossible to exaggerate.

Great as are the strides preventive medicine makes every year, so long a time must necessarily elapse before Malaria can be banished from the land that it is destined to affect untold millions of His Majesty's subjects with its acute rigors, and its pernicious after-effects for many years to come, and to cause fatalities likewise numbering millions every year.

As everyone knows, Malaria is due to a parasite which feeds on the Hemoglobin or active substance of the red blood corpuscles, destroying it and then upon the blood becomes poor, and the patient suffers from Anemia. Unless this destruction is checked, the condition degenerates into what is called Cachexia, an impairment of the vitality of the tissues of the nervous, muscular, mental, circulatory, digestive, respiratory and other systems of the body. For this reason, the patient suffers from a long list of nervous, mental and physical symptoms, like loss of memory, impairment of the vision, depression of the spirits, insomnia, lassitude and ever increasing weakness.

Happily, all these depressing conditions can be banished by the use of Santogen, which is as potent a remedy for them as quinine is in combating the rigors produced by the early attacks of the Malaria parasite.

Santogen is a chemical combination of glycerophosphate of sodium, the active principle of the nervous system, with milk protein, the great body-building element of milk. Thus combined, they form a substance which is readily soluble in water, and is easily assimilated. It is absorbed within an hour after it has been taken. To the remarkable power in Malaria, tributes have been paid by a large number of physicians with a wide experience of the ravages of this scourge of the Tropics.

One of the leading physicians in the whole of the United Provinces of India says:—"I have much pleasure in certifying to the value of Santogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. In no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Santogen. I cannot speak too highly of its value."

Similar statements might be multiplied indefinitely, for thousands of letters testifying to the benefits Malaria sufferers have derived from Santogen have been written by grateful patients as well as by their physicians.

Santogen's power in revitalizing and reconstituting the blood is shown by the following case selected from hundreds which have been reported in the medical press:—"A woman suffering from Anemia had lost weight, and was so weak that she suffered from profuse sweating at night, and had to take to her bed. She had only 3,800 red corpuscles per cubic millimetre, with 48 per cent. of hemoglobin. She was given Santogen, and in a fortnight her red corpuscles had increased to 4,000,000 per cubic millimetre, the hemoglobin had risen to 52 per cent., the sweating had stopped, she was able to leave her bed and developed so much energy that she resumed her normal life and resumed her domestic duties without any difficulty."

Santogen has as great an action in Dysentery as it has in Malaria, while for the ordinary lassitude and lack of tone incidental to life in the Tropics it is unsurpassed.

His Highness the Maharajah Bahadur of Durban states he "has derived great benefit from Santogen," which he further characterises as "really a good thing."

The Honourable Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, states:—"My experience with Santogen has been very favourable. I took it for some weeks during the most trying season of the year, June, July, August, in Lahore, and found it a great strengthening."

As a revitalizing, energizing and reconstituent preparation, Santogen's merits have been attested by nine physicians to nine European sovereigns as well as by over twelve thousand other doctors, some of them the most distinguished in the world.

An exceedingly interesting pamphlet, "Malaria, its Causes and Cure," has been written by a physician with a great experience of the Tropics. That its teaching may be brought to the help of all, and that something may thereby be done to stay the ravages of a disease which last year claimed a million more sufferers than the average, a copy will be sent to all addressing Messrs. A. S. WATSON & CO., Hongkong, mentioning the "HONGKONG DAILY PRESS."

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## SCIENTIFIC MISCELLANY.

### MOVING PICTURES FOR THE AMATEUR.

The novel "Cinephore" of a French inventor provides an inexpensive means by which the amateur photographer can obtain moving pictures on a limited scale. A special camera has a simple clockwork mechanism for automatically making the exposures, a reproducing box has a similar mechanism for making the moving pictures pass under a viewing lens, and, if desired, another apparatus can project the pictures on a screen with a lantern. The circular sensitized plates are of two kinds—one for 24 pictures in a circle near the edge, the other for 75 pictures in a spiral. A little hole at the bottom of the space for each picture receives a stop-pin of the mechanism, and as the plate turns in the camera each hole brings it to a stop long enough for an exposure, the shutter opening automatically during the momentary halt, then closing as the rotation continues. The negatives are developed in the usual way. Positives are printed on transparent discs having perforations corresponding to those of the negatives, and the moving scenes are reproduced as these positives are rotated in the viewing apparatus, momentarily stopping at each picture.

### A UNIVERSAL CLOCK.

The curious suggestion that certain stars beyond our unaided vision may serve as a clock of the universe has been made by Prof. E. E. Barnard. A variable star in cluster M5 is normally below the 14th magnitude, but brightens up a magnitude every 12 hours and a fraction, and at a certain stage of the increase is just equal to a neighbouring star. The instant of equality is shown with such extreme accuracy that the variable's period has been determined within a fraction of a second. There has been no change of regularity in ten years, and this star—checked by one or two similar ones—may be used to test the constancy of motions of the Earth and the Solar System.

### ABUNDANCE OF EDIBLE FUNGI.

The known edible mushrooms of New York increased by 5 in the last year—are now reported by the State Botanist to number 20 species.

### VOLCANOES NOT DUE TO STEAM.

A new theory of volcanic eruptions has been worked out by Albert Braun, French physicist, who finds from the experiments and observations of himself and others that volcanic action depends much less than has been supposed on the sudden generation of water vapour. The effects are mostly due to gases free from steam. "The lavas of different volcanoes fuse at varying temperatures" from 1,600 degrees to 2,250 degrees F., and when any lava is melted, so rapid is the evolution of gases—chiefly chlorine, hydrochloric acid, sulphur dioxide, carbon dioxide and carbon monoxide—that the mass expands to at least twenty times its volume in the solid state. The enormous pressure produced—calculated at 175 tons per square inch at the moment of disengagement of the gases—is quite sufficient to move mountains, being equal to the weight of a column of basalt more than 60 miles high. The gases are produced by the action of hydrocarbons, nitride of silicon, chlorinated silicates and silicates of iron upon each other and upon the lava, and all are dry unless they have become mixed with air. The chlorine disengaged is sufficient to account for the eruption. Geyser, aqueous fumaroles and other evidences of the presence of water are regarded as subordinate effects and are explained by the surface and underground water encountered by the escaping volcanic products.

### THE GREATEST INDUCTION COIL.

The induction coil—called Ruhmkorff coil, from the first maker of the modern form of the apparatus in 1851—receives a low tension electric current in its primary coil and by rapid automatic making and breaking of the circuit induces an alternating current of high tension in its secondary. The largest of Ruhmkorff coils—lately made by Carpentier, a Paris instrument maker—yields a spark about 50 inches long, when operated by a current of 110 volts and 30 amperes. Its secondary circuit comprises 971 miles of copper wire of a diameter of 1/125 of an inch; and its primary contains six layers of copper ribbon, 1/2 inch wide and 1/25 inch thick, in 792 turns. The soft iron core is 80 inches long with a sectional area of square inches.

### THE "COMET" STRUCK.

Meteor Crater, Arizona, is now recognized as the scar from the impact of an iron meteorite. From the energy expended in ejecting 350 million tons of sandstone, Prof. W. F. Magie computes that the falling mass weighed between 60,000 and 13 million tons, and moved at 3 to 48 miles a second. A final estimate is that the meteorite was 400,000 tons, with a velocity of 14 to 20 miles a second.

### ARTIFICIAL RUBBER FROM FEAT.

The new synthetic rubber of a Belgian chemist, claimed to have the properties of para rubber, depends chiefly upon the conversion of pent into a glutinous hydrocarbon mass through a fermentation process. Dried pent is placed in a zinc-lined fermenting chamber, for each ton is sprayed with about a ton of water, then with six fluid ounces of the ferment present in imperfectly formed rubber, and finally with a warm solution of one pound of sugar in five gallons of water, after which the chamber is closed and kept at a comparatively high temperature for three weeks. The pent is then found to be covered with a mouldy layer, beneath which is the hydrocarbon mass. This is collected, placed in a cylinder containing water with certain mineral salts and some of the red nitrogenous substance extracted from Congo-red rubber, and the cylinder is heated by passing steam through a jacket surrounding it. On cooling, the artificial rubber is found floating on the liquid. It is purified in a little

alcohol, and by covering with light petroleum is so softened that it can be shaped and moulded as desired.

### PILES DRIVEN IN COAL.

A foundation of wooden piles in lignite is the novel engineering feature of a new stone arch bridge over the Nisse River at Muskau, Prussia. Piles of steel or concrete were considered but rejected on account of the corrosive action to which they would be exposed. Driving wooden piles was difficult and tended to break up the lignite bed, so holes 10 or 11 inches in diameter were drilled to a depth of about 17 feet, and in them the piles were fixed by driving a foot or two further—about the extreme limit of penetration.

### FOOD FRAUDS.

Food adulteration in France—estimated to yield a yearly profit of \$10,000,000—largely affects bread and flour. Bread is much adulterated with indigestible and irritating talc; flour is mixed with alum or potassium carbonate to increase the water absorbed, with zinc sulphate to keep the bread fresh, and with copper sulphate and ammonium carbonate to save yeast and make better looking bread from spoiled flour. Denatured alcohol, at an eighth of the cost of pure alcohol, is used in making cordials.

### THE SUFFRAGETTE ATHLETE.

#### THE LITTLE WOMAN AND A BIG POLICEMAN.

A practical test of Suffragette jiu-jitsu took place the other evening between Mrs. Garrud, an expert in the Japanese art, and policeman. Mrs. Garrud is one of the organisers of the women athletes' branch of the Women's Freedom League, and her object is to make jiu-jitsu an additional weapon of woman's fight for the vote. The first policeman opponent was not an interrupter at a meeting, nor had he offered a Suffragette any insult other than a doubt that Mrs. Garrud could teach him to use his head. In explaining how it would be possible for the Suffragettes in future to police their own meetings and forcibly eject any of their one-time lords, Mrs. Garrud had casually remarked that for her part she thought of an average policeman would be a simple matter. In no way did the constable resent her expression of opinion, but his doubts were evident. A smile crept over his face as he stood regarding her. "Why," he said, "you're only a little dot of a woman."

"Well, I'm not exactly a giant," admitted the Suffragette. "If you're sure you aren't frightened of getting hurt, I think I'll throw you."

Again the big policeman smiled. It was all so very, very foolish. His great red hands played idly about his 42in. chest, and then in a moment of vanity he drenched his right fist so that the muscles of his forearm stood out in heavy lumps.

Mrs. Garrud is 4ft. 10in. in height, and she, too, smiled. "I'm glad you're not more than thirteen stone," she murmured.

The policeman immediately became generous. "Yes, there are lots of fellows in the force heavier than I am," he said. "In any case I'm too big for a little woman like you. Why, you couldn't even hold me."

"I'm glad you're not more than thirteen stone," repeated the gentle Suffragette, "because the heavier you are the more I'd hurt you, and I simply hate to do you harm."

### STRUGGLE BEGINS.

Then the struggle commenced. As a huge mastiff would bend down upon an innocent kitten the man swooped on the woman. First he tried for a catch-as-catch-can hold, but the Suffragette eluded his grasp. Their hands met, and the giant tried to pull her to him, but that was the very last thing she intended to allow. Pulling away from him, she ran lightly backwards, with the policeman pressing heavily after her. Desperately he exerted all his strength striving to push the woman off her balance and onto the mat. Then, suddenly, the thing happened. In a flash the woman fell flat on her back; with the massive policeman towering above her. Up shot one of her feet to meet his dragm. Her little arms strained, and as he pulled against himself the man lost his balance, swirled over his head, turned a somersault in mid-air, and fell heavily on the back of his head. In less than ten seconds the Suffragette had thrown the policeman.

Five minutes later, when he once more descended to stand upright, the puzzled policeman again carefully regarded Mrs. Garrud. Contemplatively he scratched his head. "If that had happened on the pavement instead of these mats, the police force would be one man short at this moment," he said. "That fall would have cracked my skull."

### A SECOND TRIAL.

Another policeman awaited his turn. Lighter in build than the other, but more alert and more athletic in every way, the second man had the further advantage of a sound knowledge of the secrets of jiu-jitsu. "Now, I shall have to do something really decent," said the Suffragette. "That first bout was just child's play. I'll enjoy this much better."

For a full minute they played for an opening. At first the man tried for a catch-as-catch-can hold, but the woman was too wary. Just as the policeman's arms seemed to have locked about her she would slip away, and, clutching his wrists, attempt to pull him after her as she ran backwards to gain the impetus for the stomach fall which had proved the first man's downfall. Dropping his catch-as-catch-can tactics the constable tried to effect two jiu-jitsu wrist-holds, but both she easily countered. Twice she was lifted off her feet, but, active as a cat, she quickly regained her balance. So for five minutes the struggle went on. Strength, cunning, and skill on the one side; pluck and consummate skill on the other.

At last the man's superior strength and great advantage in weight commenced to tell. Desperately he tried for a side hold, and then the end came. Just failing to effect the grip the woman was at the man's mercy. High in the air he swung her and then down upon the mat she went. But even as she fell she made for a wrist-hold, missing it by an inch. Two taps on the floor as a signal that she was defeated and the woman rose smilingly for another bout. When it was all over Mrs. Garrud told of the why and wherefore of the new branch of the Women's Freedom League. "We are not going to teach Suffragettes how to look after themselves in order that they might make a regular practice of scolding with the police," she said. "I only hope there will be never any need for me to be really cross with any policeman, because most of them are very decent fellows. But in this world there are a lot of very unpleasant young men who would be all the better for an occasional dressing down from a woman. It won't be long before quite a number of Suffragettes will be so trained that at a moment's notice they will be able to clear a hall of any ill-behaved person."

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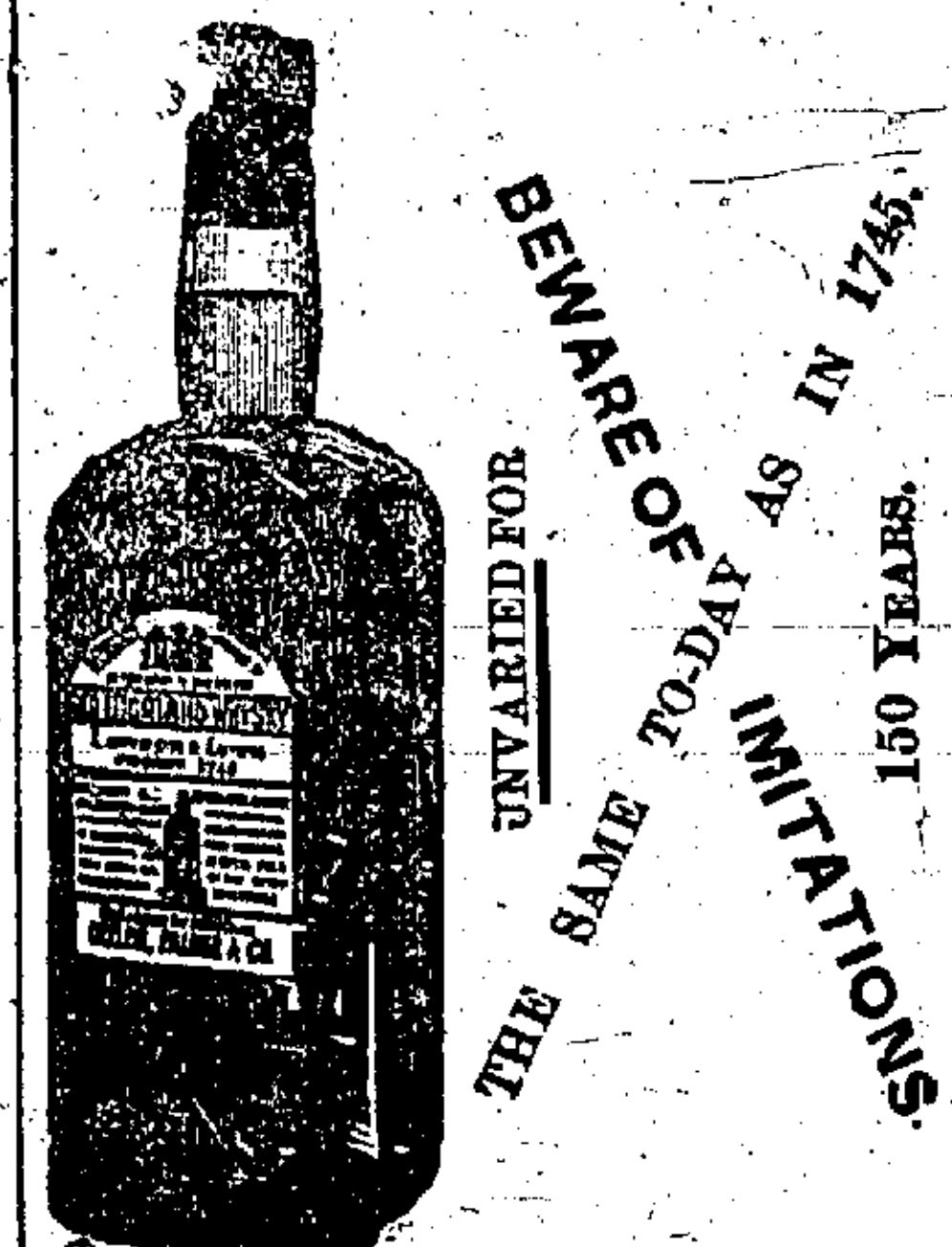


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"Eh, sir! I could have lugged that skipper. Ye see, he was a Goran man himsel'. It's no'n had place Goran when all's said and done. The fun I used tae hae wi' the lasses on the Clyde banks: but ye an' ken. Eh! tut tut! I'm disgracin'."

"Wool, anyhow, there was I, Chief Engineer, at the age o' twenty-six, o' 7,000 ton high class cargo steamer, and a case, undervail, I'm full o' jalous, a jalous, a jalous, something o' both. I see a wire here tellin' me tae get another First engineer. Ye're young, 'McPhedran; but, ladlie, I draw tae ye. The job's yours. Dae me credit."

"Times got bad, and freights scarce; sae we o'n had a goat the Pilgrim trade. We knooked about from Bombay to the Persian Gulf, the Red Sea, and generally in such bits o' the world as are nearest-holl. Then we ran short o' coal, an' tried two or three ports without finding any. An' finally we got orders tae go for—forsake the African port; which, for reasons which will affter be explained, I'll mention by-and-by. There tae wat a coal tramp, and tae pick up my odds-and-ends o' cargo—we could find."

We steamed into the harbour on a Monday night, and tied up tae a sort o' jetty. For a day or two my hands were full gettin' the engines overhauled, and everything spick 'an' span. For though I may have been a careless ever a' times, I hae ye been a careful engineer. I was a' the while a' the while a' the while being yet no sign o' the coal, I said tae the skipper that I wad jist tak' a bit dauder on shore."

"Right, Mac," says he, "But canny, had. There's a farsaele fool o' Mohammedans hereabouts. Also the women folk are no' canny. No' that ye can see much o' them, for they're a' muffled up. But their eyes are bonny sparkles."

Ye can rely on me, sir," says I, "an' off I went. Man, it was fine ashore that night. It fair made me think o' Ceylon's spicy breezes; until—turning a corner I ran fair and square against a black-avised Arab. Me being heavy, and strong, and hard, the Arab bounced off me like a gutty ball, and fell back into the arms o' two men who were wi' him."

Dog!" says he tae me, when he got on his feet. Eh, sir! He was an angry man!"

"Slay," says I, "and voice was exstremed!"

"Slay," says he tae his attendants, pointing tae me."

"That's mair no' a joke, says I, sae I jist pushed him against his servants again, an' bowled the whole three over. Then afore they they could get up, I gripped the two attendant laddies and threw them clean over a bit dyke at the roadside. I was a strong man then. His lordship, for I saw he was a big bug o' sorts, slid into the water and caselin' for a' the world like an ill-tempered puppy."

"Guid'nicht tae ye, says I, 'and be careful how ye treat ye're betters.' An' I left him scowlin'!"

"I canna say that I felt jist a' thegother comfortable about the incident. Ye see, the man seemed to be a big pot, as Arabs go in these African ports; and as the ship was like to be in harbour for some days yet, I didna want tae be in the way o' the black 'naks'—I might wait for the skipper. However, the thing was done. Sae I jist tried tae dismiss it frae my mind. It wasn't hard sae tae do; for jist then I heard the sweetest voice singing that I ever heard! An' I hae heard a lot. Frae Nagasaki tae Port Said I hae had truck wi' weemen, and bonnie singers among them. But no human voice hae I heard that could touch this yin. Ye may smile, friends; but ye'll no' hae much smile when ye see my story's finished. I speak but the truth. The voice was exstremed. I'm naethin' o' a hand at description; but that voice was jist liquid sweetness; jist the quintessence o' beautiful sounds."

"Now," says I to myself, "Dugald, me lad, this was mair than superficial observation. A voice like that mairn belong tae a beautiful lassie; an' that lassie I should woe like tae see. Sae I took a bit survey o' my surroundings. I was in the way wi' white was exstremed. I jaloused they were the walls o' houses, though deevil a window could I see. A wee bit further along the road the wall wasna sae high; not above fifteen feet; and I could see there were palm trees on the ither side o' the wall. Also there was a low, arched doorway. A garden, thoct I, and the voice coming therefrom. Then says the voice o' Wisdom to me, "Dugald McPhedran, get awa' o' this. Remember we're in the way wi' white was exstremed. A' vera fine," says I tae Wisdom, "but a bit keen at a lassie can do me nae harm, nor no harm. 'Go yer ways,' says Wisdom tae me. 'An' sae I will when I've had my bit look at the lassie,' says I. Fine, I kenned I should hae passed on; but I was young, boys; only twenty-six; a chief engineer, and fu' o' pride."

Weel the end o' it was that I gied that gate a kind o' push wi' my shoulder; and as luck wad it, the voice wad be the voice o' the lassie I found myself in a beautiful garden wi' palm trees, and all manner o' shrubs and flowers. Proceedin' a little farther along the walk and round a turn, I came suddenlike on the very centre o' the whole place. Man, jist looked restful. There was a great big well in the middle, wi' a sort o' windlass arrangement for heavin' up the buckets. Four beautiful young palms were arranged like corners o' a square o' which the well was the centre. An' o' these palms was a' the while. But what took my eye was a kind o' small summer-house or pavilion near the well, jist big enough to be a shelter frae the sun. In the pavilion in a hammock was the loveliest lassie I had ever seen; an' I was a bit o' a judge then. The pavilion was surrounded by shrubs on all sides, save where it faced the well and the palms. The lassie saw me, an' set up a kind o' half stifled cry."

"Cassin," says she, "An' a black slave boy 'a' about fifteen years of age came from behind the bushes. Then she looked at me again, an' in these days I was worth lookin' at."

"What do you want?" says she in French. Now French wasna my strong point; but I hadna been knocking about the East for two years without gettin' a fair knowledge o' Arabic. Sae I jist spoke in Arabic, and she answered. Then I heard her voice, and felt that I must o' see the owner o' it. That seemed in a manner o' speakin' the please her. Weemen are ay fond o' flattery. An' when I went on to say in flowery Arabic that the beauty be' the voice was surpassed only by the beauty o' its possessor, a blush spread over her face, and she suddenly remembered she was unveiled, an' dropped her veil. An' I saw, as the sun had gone out, an' I left her in Arabic, like this."

"You must go away at once," says she. 'At any moment, my lord may return, and he is terrible in his wrath.'"

[illegible]

the sea collin' cards. How haw' ye' angred' the man?"

"So I toll't him how I had knocked his mightiness over by accident; but I said no word about Nouraysha. For I kanned the skipper would have given no help. In fact, he would likely have stopped the whole business."

"Weel," says he, "jist you keep below till this collin' is done wi', for I canna afford the sacrifice of chief engineer tae an Arab's injured dignity."

"So I went below an' kept myself busy about the engines a day. But at night I was away tae Nouraysha as soon as the skipper's back was turned. That night we arranged everything for the flight. Cassim and Nouraysha were to come down tae the quay after the night before we sailed; an' I would hide them on the roof till we sailed in the mornin'. I wad hae to tell them, but how? A kindly lad frae Partick, an' would dae anything for me."

"So that night I was as happy as a King, and I didn't stay over long wi' Nouraysha. We didna wish tae risk discovery, and we hoped tae enjoy each other's company for the rest of our lives. But I went off early, skirting through the bushes and out at the gate further frae the house. One of the bushes gave me a sort o' tug in passin', but I hardly noticed it. But when I was halfway tae the harbour, who should I meet again but Ibrahim! 'Accursed,' says he, spitting on the ground, 'Then there's twa o' us,' says I, 'also spittin', an' no' vera particular where I spat. Maybe someone went on Ibrahim. He didna say anither word;—but he glared like a Warlock, and went."

"That night I told my second all the story, an' as I expected, heegred tae help me through. So I reported tae the skipper that all was ready in my department; an' as the cargo was to be all on board the next day, he said he should leave at six the mornin' after. Then I told the second to have all ready for the start twelve hours earlier if need be, an' I settled down to wait."

"Wautin' is a hard business in a matter o' this kind, and the hours simply crawled along. I got through the night somehow, but the day was worse. I saw the skipper eyeing me wiles as if he suspected something went wrong. But as I didna go ashore he said nothin'. Maybe he thoocht he was mistakea. The twidde went on all mornin' and after the heat o' the day we were jist tiding up when an' o' the men says tae me:

"'There's an Arab boy wautin' tae speak wi' ye, sir.'"

"At this since I had mind o' Cassim an' my heart felt, an' I was sure he was Cassim, an' a bonnie sight he was. His face was like death. He shook like an aspen. An' his back clothes were a' blood."

"I took him to my cabin, for he was near faintin', and I poured some brandy into him. It worked; an' he gasped out:

"My lord, Ibrahim, knows. He found your handkerchief on one o' the benches in the garden. He has he tortured; and even now tortures my mistress, and bedlike will kill her."

"For one moment my heart fast stopped. Then wi' a queer kind o' calmness I says:

"'Where is this thing done?'"

"Says he, 'At the wall.' Then he fainted. So I called the second. Says I, 'Get the steward-ard tae attend to the laddie, he's been sair mishandled. An' do you get ready tae start as soon as ye return. I wait the too till I'm off. I'll be back, and I'll tell the skipper that there's life an' death in it.'"

"Wi' that I shoved a revolver in my pouch, grabbed my capstan bar, an' set off for the garden as hard as I could go."

"I didna stand on ooty ceremony, but jist went my hole o' woad against the wall, and was up it like a cat. God! The sight that met my eyes! There was Ibrahim an' his two attendants, and friends, an' some o' the day-labourers. Nouraysha was there, and the tops o' the four palm trees an' bent them down till the tops were half-ways to the ground. The ropes holding the trees were so arranged that by cutting a single rope the trees would be released an' would spring back to their usual position. But the horror o' the thing was that by another set o' ropes one o' Nouraysha's limbs was fastened to each tree. These ropes were slack when I first looked; but it was easy to see that in the moment the rope holding the trees was severed the poor doomed lassie would be torn to pieces by the spring o' the trees. In a second, I was over the wall an' mein' towards the two slaves for a life dealer than my own. If I could not reach them before the ropes were cut I might yet save her. But it was not to be. The slaves had their backs tae me, but the arch-foul, Ibrahim, saw me first. But he said: 'Cut! he shouted, a similar flamed. The ropes sprang up. There was a horrible rending sound. With a roar, I seized those two slaves an' smashed their skulls together. My strength was the strength of Samson, an' their heads were like crushed eggs. Ibrahim came at me with his scimitar, but I hurled the body of one slave at him an' knocked him to the ground. Then seizing him by the feet, I swung him round my head as a man swings the hammer."

"Allah be he cried."

"'Tae Hell!' said I, an' hurled him crashing down the wall. For the time ye might count four I listened. Then there was a splash."

"For a moment I stood bewildered. Then I looked at the palm trees, an' wi' a cry o' horror I rushed frae the place. It was a wild, demented kind o' man that reached the steamer—a stark, mad, mad man. But he asked me no questions, but proceeded to dress myself delay. An' when I next really came to myself we were fairly half-way home, an' I was in my bunk wi' Cassim tae attend tae me. 'Puir laddie, he died o' a chill when he got tae London."

"But lookin' back I try to hope that Nouraysha was unconscious at the end. Leastways, she gave no cry, an' it was a swift death. But the thought o' Ibrahim even at this time ye raises my passion. It's a curious thing though, if ye consider it, that that man hated me from our first meetin', though little expectin' how our acquaintanceship would end. An' furthermore, he, at no time, addressed nair nor one word tae me at any o' our meetings. Ye'll agree, he was a man o' few words; laconic, ye might say—ay, vera laconic."

The big grizzled engineer-drained his glass. "I'm thinkin' the spidder goes wint for ye, gentlemen. I'm like the Ancient Mariner, I feel I'm guilty that that story off your chest whiles. I'll bid ye good-night." And he stalked slowly from the room.

The illustration shows two books standing upright. The book on the left is titled 'DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES AND 1910'. It features a decorative floral emblem at the top and bottom. The book on the right is titled 'HONGKONG DAILY PRESS CLASSIFIED DAILY IN FAR EAST LONDON OFFICE: 131 FLEET STREET E.C.'. It also has a decorative floral emblem at the top and bottom. The right book's cover includes a table of contents listing various regions and their corresponding page numbers.

CHINA	JAPAN
HONGKONG	PHILIPPINES
HAGAO	INDO-CHINA
KOREA	SIAM
EAST-INDIES	STRANDED
METROPOLITAN	

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS  
SETTLEMENTS, MALAY STATES, NETHERLANDS  
INDIA, PHILIPPINES, BORNEO, ETC.

The **DIRECTORY** covers the whole of the ports and cities of the Far East, from **Netherlands India** to **Siberia**, in which Europeans reside. Not only is the **Directory** as full and complete in each case as it can be made, but each **Colony, Port, or Settlement** is prefaced by a **DESCRIPTION**, carefully revised each year, most of which will serve as accurate **GUIDES** for the **Tourist**, giving every detail in connection with the places, their **History, Topography, &c., &c.**

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The **Dictionaries** and **Descriptions** are of

CHINA		
Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Pootaiho	Nanking	Kowloon
Obingwantao	Wuhu	Lappa
Talu	Kowkiang	Samshai
Antung	Hankow	Kaohsi
Manchuria	Yokohama	Nanning
Trade Centres.	Shanghai	Yuehowfu
Norowhang	Changchung	Kwangchowwan
Tsien	Obiang	Pakhoi
Port Arthur	Hangchow	Hiohow
Chefoo	Ningpo	Lungchow
Wohshwai	Wenchow	Mingtze
Kiaochan	Santa	Hokow
Tsinanfu	Foochow	Swatow
Mukden	Amoy	
Shanghai	Swatow	

JAPAN AND FORMOSA		
Tokyo	Oaka	Keelung
Yokohama	Moji	Tainanfu
Yogo	Yokasaki	Takow
Kobe	Hakodate	Amoy
Shimonoseki	Tsushima	

EASTERN SIBERIA		
Vladivostok		Niesjewsk

COREA		
Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chinnampo
Kusan	Pingyang	Songbobo
	Masampo	

**HONGKONG AND ITS DEPENDENCIES**  
**Macao**

**FRENCH INDO-CHINA:**

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Indochina	Cambodge

PHILIPPINES		
Manila	Iloilo	Cebu
	BOHOL	

Sarawak	Labuan	British N. Borneo
	BANGKOK	

**STRAITS SETTLEMENTS**

Singapore, Penang, Malacca, Prov. Wellesley	
Johore	MALAY STATES
Pahang	Selangor, Kelantan, Perak

**NETHERLANDS INDIA**

Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar

**East Coast of Sumatra**

NAVAL SQUADRONS		
British	German	Austrian
French	Japanese	United States
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THE **MAPS AND PLANS** have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of the following:—

**COLOURED PLATE OF FLAGS OF FOREIGN HONGKONG MAP OF THE FAR EAST**  
**PLAN OF YOKOHAMA**  
**PLAN OF KOREA AND HYOGO**  
**PLAN OF KOREAN SETTLEMENTS**

PLAN OF TIENTSIN (KIAOCHAO)  
 PLAN OF FOREIGN CONCESSIONS, SHANGHAI  
 PLAN OF HONGKONG (SHANGHAI), with Insert  
 Showing the EXTENDED SETTLEMENT  
 LARGE PLAN OF THE CITY OF VICTORIA  
 PLAN OF NEW TERRITORY (KOWLOON)  
 PLAN OF KOWLOON  
 PLAN OF MANILA  
 PLAN OF SAIGON  
 PLAN OF SINGAPORE  
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 THE CHRONICLE covers the notable events  
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 with the Texts of all the most important Treaties  
 concluded with the countries of Eastern Asia  
 the various Customs Tariffs, Trade Regulations  
 Chambers of Commerce, Statutes of Commissions,  
 Consular and Court Fees, Hongkong Stamp  
 Tables, Postal Code, Signal Codes, Chinese  
 Festivals, Tables of Money, Weights and  
 Measures, and other Commercial Information  
 including:—  
 TREATIES WITH CHINA  
 Great Britain.—Nanking, 1842; Tientsin,  
 1858; Tariff Agreement and Rules, 1859;  
 Convention, 1860; Rules for Joint Investigation  
 of Customs Seizures, 1869; *Cheloo*,  
 1878, with Additional Article; Opium Con-  
 vention, 1886; Chauching Convention, 1891;  
*Yunnan* Convention, 1890; Burma  
 Convention, 1897; Kowloon Extension, 1898;  
 Weihaiwei 1898; Convention, Commercial;  
 Shanghai, 1902; Emigration Convention,  
 1904.  
 France.—Tientsin, 1858; Convention, 1860;  
 Tientsin, 1886; Conventions, 1886, 1897, and  
 1898; Frontier Trade Regulations.  
 United States.—Tientsin, 1858; Additions  
 1868; Peking, 1860; Immigration, 1894;  
 Commercial, 1903.  
 Germany.—Tientsin, 1861; Peking, 1890;  
 Kiaochau Convention, 1898; Railway and  
 Mining Concession, 1898.  
 Japan.—Shanghai, 1858; Liaoching Con-  
 vention, 1895; Commercial, 1898; New Port  
 1896. Supplementary Commercial, 1900.  
 Russian.—S. Petersburg, 1881; Russian Limit  
 Trade, 1881.  
 Portugal, 1888; Commercial Treaty, 1904.  
 FINAL PROTOCOL made between China and  
 Eleven Powers, 1901.  
 TREATIES WITH JAPAN  
 Great Britain.—Shimonoseki Convention  
 1858; Agreements as to Corea; United  
 States, Extraterritorial Treaty, 1938; Great  
 Britain (Alliance) 1905; Russia (Peace  
 Treaty) 1905.  
 TREATIES WITH CORREA  
 Japan, 1876; Japan Supplementary, 1876;  
 Japan, 1904 and 1905. United States, 1882;  
 Great Britain, 1895.  
 TREATIES WITH SIAM.  
 Great Britain.—1856, 1859 and 1909. France,  
 1893 and 1904; Japan, 1893; Russia, 1899.  
 Great Britain and France, Siamese Frontier.  
 Great Britain and Russia, Railway Convention,  
 1899.  
 CUSTOMS TARIFFS  
 TRADE REGULATIONS  
 China, Japan, Siam, Corea.  
 LICENSES AND DOCUMENTS  
 Orders in Council for Government of H.B.M.'s  
 Subjects in China and Corea, and in Siam  
 Rules of H.B.M.'s Supreme and other Courts  
 in China, &c.; Tables of Court and Consular  
 Fees; Charter of the Colony of Hong-  
 kong, Malay States Federation Agreement  
 Table of Hongkong Court Fees; Admini-  
 strative Rules, Foreign Jurisdiction Acts; Regu-  
 lations for the Consular Courts of United  
 States; Rules of State Consular and Court  
 Fees; Rules of Court of Consuls of Shanghai  
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 Trade Marks, and Letters Patent Fees; Port  
 Regulations for China; Harbour Regulations  
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**TO-DAY**  
 Noon.—Meeting of Hongkong Jockey Club.  
 4 P.M.—V. B. C. Aquatic Fete at Club Bath.  
 9 P.M.—Annual Promenade Concert at Kowloon Cricket Club.

**FORTHCOMING EVENTS.**  
 Monday, 25th July.—Auction of Crown Land at Public Works Dept. 3 P.M.  
 Saturday, 24th August.—Fourth Meeting of the Hongkong Cyklophana Club, at Happy Valley.  
 Tuesday, 9th August.—Eighty-Eighth Ordinary Half Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

### SHIPPING.

**ARRIVALS.**  
 CHUYEN, Chinese str., 1,177, C. Stewart, 22nd July.—Shanghai 17th July, General—C. M. S. N. Co.  
 DAIJIN MARU, Jap. str., 846, Y. Kaburaki, 22nd July.—Swatow 21st July, General—Osaka Shosen Kaisha.  
 DELHI, British str., 4,783, G. W. Gordon, 22nd July.—Shanghai 19th July, Mails and General—P. & O. S. N. Co.  
 GLENOCLOUGH, British str., 2,997, E. J. Stallard, 22nd July.—Shanghai 18th July, General—Shewan, Tomes & Co.  
 HAIYANG, British str., 1,362, A. E. Hodgins, 22nd July.—Poochow, Amoy and Swatow 21st July, General—Douglas, Lapraik & Co.  
 HONGKONG, French str., 739, A. Corneliussen, 21st July.—Hollow 20th July, General—A. E. M. Co.  
 KALIFONG, British str., 987, Wornack, 22nd July.—Cebu 18th July, Wood—Butterfield & Swire.  
 KUTANG, British str., 5,895, R. C. D. Bradley, 22nd July.—Calcutta via ports 7th July, General—Jardine, Matheson & Co.  
 LISAN, British str., 1,250, Williams, 21st July.—Shanghai 17th July, General—Butterfield & Swire.  
 MINNESOTA, American str., 13,323, T. W. Garlick, 22nd July.—Seattle 20th June and Manila 20th July, General—Nippon Yusen Kaisha.  
 NANSANG, British str., 2,591, P. M. B. Lake, 22nd July.—Kobe 16th and Moji 17th July, General—Jardine, Matheson & Co.  
 PAKHOI, British str., 1,227, Gibbs, 22nd July.—Java 11th July, Sugar—Butterfield & Swire.  
 RAJABURI, German str., 1,189, Bremer, 22nd July.—Bangkok and Swatow 21st July, Rice—Butterfield & Swire.  
 SINGAI, British str., 1,047, S. Jensen, 22nd July.—Haiphong 17th and Hollow 21st July, General—Butterfield & Swire.  
 TAMSUI, British str., 1,350, G. H. Pennafather, 22nd July.—Manila 19th July, General—Butterfield & Swire.

### CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 22nd July.  
 Chuyen, Chinese str., for Canton.  
 Delhi, British str., for Europe, &c.  
 DAIJIN, British str., for Saigon.  
 GlenocloUGH, British str., for London.  
 Hongkong, French str., for Haiphong.  
 Haiyang, British str., for Amoy.  
 HAIYANG, German str., for Hoihow.  
 LISAN, British str., for Canton.  
 Michael Jensen, German str., for Hoihow.  
 Omuro Maru, Japanese str., for Moji.  
 Sanyo, British str., for Takao.  
 Tamsui, British str., for Hongkong.  
 Zafro, British str., for Manila.

### DEPARTURES.

ANANBA, British str., for Singapore.  
 BORNBO, German str., for Sandakan.  
 INDRADRO, British str., for Singapore.  
 LOONGSANG, British str., for Manila.  
 MANDAN MARU, Japanese str., for Miike.  
 MEXFOO, Chinese str., for Shanghai.  
 SHANTUNG, German str., for Bangkok.  
 THORDIS, Norwegian str., for Bangkok.  
 VENELIA, British str., for Moji.

### SHIPPING REPORTS.

The British str. *Singon* reports: Light wind, fine and clear weather.  
 The British str. *Katung* reports: Moderate monsoon, fine and clear weather.  
 The British str. *Huiping* reports: Light variable breeze, fine clear weather.  
 The British str. *Katung* reports: Light to moderate wind and fine weather throughout.  
 The British str. *Taming* reports: Light to moderate N.E. winds, smooth sea and fine clear weather.  
 The British str. *Nansang* reports: Japan to China Coast, strong monsoon, high sea; thence to port all clear monsoon.  
 The British str. *Delhi* reports: Fresh to strong Southerly wind to Tung Yung, and calm clear weather in Formosa Channel.  
 The British str. *Lian* reports: Experienced heavy S.E. to S.W. gale, anchored in Taichow Islands, 18th till 19th instant, at 8 a.m.

### VESSELS ON THE BERTH

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 STEAM FOR  
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 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
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 This steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
 For information as to Passage and Freight, apply to  
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 Hongkong, 7th July, 1910. [810]

### VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," "nearest Hongkong" "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via Usual Ports of Call ...	DELHI ...	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c. ...	SOMALI ...	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 24th inst., at 3 P.M.
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	SITHONIA ...	Ger. str.	k.w.	Brehmer ...	HAMBURG-AMERICA LINE	To-day.
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	SROOYA ...	Ger. str.	k.w.	Sachs ...	HAMBURG-AMERICA LINE	On 10th Aug.
COPENHAGEN & ST. PETERSBURG ...	INDIAN ...	Dan. str.	—	—	MELCHERS & Co.	End of Aug.
COPENHAGEN ...	SIAM ...	Dan. str.	—	—	MELCHERS & Co.	End of July.
HAYRE & HAMBURG via STRAITS, &c. ...	BRASILIA ...	Ger. str.	k.w.	Filser ...	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE & HAMBURG via STRAITS, &c. ...	SCANDIA ...	Ger. str.	k.w.	V. Dehara ...	HAMBURG-AMERICA LINE	On 17th Aug.
MARSEILLES & HAMBURG via STRAITS, &c. ...	MELCHERS ...	Ger. str.	k.w.	Malchow ...	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	ERNEST SIMONS ...	Ger. str.	—	Girard ...	MESSAGERIES MARITIMES	On 2nd Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	KAGA MARU ...	Jap. str.	—	M. Hagino ...	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	WAKASA MARU ...	Jap. str.	—	N. Nielsen ...	NIPPON YUSEN KAISHA	On 9th Aug., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	ATSUTA MARU ...	Jap. str.	—	Wm. Thomson ...	NIPPON YUSEN KAISHA	On 17th Aug., at D'light
MARSEILLES & HAMBURG via STRAITS, &c. ...	SAXONIA ...	Ger. str.	k.w.	Bahl ...	HAMBURG-AMERICA LINE	On 1st Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c. ...	LUETZOW ...	Ger. str.	—	W. Harding ...	MELCHERS & Co.	On 24th inst., at 10 A.M.
THIESTE, &c., via SINGAPORE, &c. ...	PERSEA ...	Aus. str.	—	P. Girgerich ...	SANDER, WIELER & Co.	On 27th inst., P.M.
NEW YORK, via SUEZ CANAL ...	INDRADRO ...	Brit. str.	—	W. H. Lee ...	JARDINE, MATHESON & Co., Ltd.	To-day.
BOSTON & NEW YORK via PORTS & SUEZ CANAL ...	GHAEZE ...	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th inst.
VANCOUVER via SHANGHAI, JAPAN, &c. ...	WHAY CASTLE ...	Am. str.	—	—	SHAW, TOMES & Co.	Abt. 6th Aug.
VANCOUVER via SHANGHAI, JAPAN, &c. ...	EMPEROR OF JAPAN ...	Brit. str.	2 m.	I. Goto ...	CANADIAN PACIFIC R. Co.	On 6th Aug., at 6 P.M.
VICTORIA, VANCOUVER, B.C., TACOMA, &c. ...	AMERIC ...	Brit. str.	—	J. Boyd ...	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c. ...	AWA MARU ...	Jap. str.	—	S. Ishikawa ...	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c. ...	AMERIC ...	Brit. str.	—	K. Sato ...	CANADIAN PACIFIC R. Co.	On 26th inst.
TAC MA via KEELUNG & JAPAN ...	TAMBA MARU ...	Jap. str.	—	I. Goto ...	NIPPON YUSEN KAISHA	On 16th Aug., at 4 P.M.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c. ...	CHICAGO MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th Aug., at Noon.
AUSTRALIAN PORTS via MANILA ...	KIYO MARU ...	Jap. str.	—	—	OTO KISEN KAISHA	On 25th Aug., at Noon.
AUSTRALIAN PORTS via MANILA ...	CHANGSHA ...	Brit. str.	1 m.	G. W. Eddy ...	BUTTERFIELD & SWIRE	On 24th inst.
AUSTRALIAN PORTS via MANILA ...	NIKKO MARU ...	Jap. str.	—	F. Isaka ...	NIPPON YUSEN KAISHA	On 24th inst.
AUSTRALIAN PORTS via MANILA ...	PRINZ WALDEMAR ...	Jap. str.	—	M. Winkler ...	NIPPON YUSEN KAISHA	On 13th Aug., at D'light
AUSTRALIAN PORTS via MANILA ...	KUMANO MARU ...	Jap. str.	—	T. Marai ...	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
KOBE & YOKOHAMA ...	PRINZ WALDEMAR ...	Ger. str.	—	F. Isaka ...	MELCHERS & Co.	On 4th Aug., at Noon.
KOBE & YOKOHAMA ...	KUMANO MARU ...	Jap. str.	—	M. Winkler ...	NIPPON YUSEN KAISHA	On 3rd Aug., at Noon.
NAGASAKI, KOBE & YOKOHAMA ...	TUJANAS ...	Dut. str.	—	J. B. v. Dammé Jellink ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIENSIN ...	CHONGSHING ...	Brit. str.	—	V. McClymont-Liddell ...	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
SHANGHAI ...	LIJAN ...	Brit. str.	1 m.	C. Lindbergh ...	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI via SWATOW ...	CHOYANG ...	Brit. str.	—	M. Courtney ...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
SHANGHAI, KOBE & MOJI ...	KUTSANG ...	Brit. str.	—	Bradley ...	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light
SHANGHAI, NAGASAKI KOBE & YOKOHAMA ...	PRINZ LUDWIG ...	Ger. str.	—	F. v. Binzer ...	MELCHERS & Co.	About 27th inst.
SHANGHAI ...	CHINHUA ...	Brit. str.	1 m.	F. J. Fox ...	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA ...	RUBIA ...	Brit. str.	—	Hildebrandt ...	P. & O. S. N. Co.	About 28th inst.
SHANGHAI, KOBE & YOKOHAMA ...	SAXONIA ...	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA ...	INDIAN ...	Dan. str.	—	—	MELCHERS & Co.	End of July.
SHANGHAI, KOBE & YOKOHAMA ...	AUSTRALIAN ...	Ger. str.	—	—	MESSAGERIES MARITIMES	On 1st Aug., P.M.
SHANGHAI, MOJI & KOBE ...	COLOMBO MARU ...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Aug.
SHANGHAI via SWATOW, AMOY & POOCHOW ...	BUJUN MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY & POOCHOW ...	DEVANHA ...	Brit. str.	—	Y. Fusano ...	R. & O. S. N. Co.	About 4th Aug.
SHANGHAI, KOBE & YOKOHAMA ...	SPEZIA ...	Ger. str.	k.w.	H. Koops ...	HAMBURG-AMERICA LINE	On 12th Aug.
SHANGHAI ...	TUJIN ...	Dut. str.	—	Collyer ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TAKAO, SHANGHAI, PUKOW, HANKOW, &c. ...	BANCA ...	Brit. str.	—	Y. Yamamoto ...	P. & O. S. N. Co.	About 27th inst.
ANPING via SWATOW & AMOY ...	JOHN MARU ...	Jap. str.	—	Y. Kaburaki ...	OSAKA SHOSHEN KAISHA	On 3rd Aug., at 10 A.M.
TAMSUI via SWATOW & AMOY ...	DAIJIN MARU ...	Jap. str.	—	A. E. Hodgins ...	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
AMOY, POOCHOW ...	DAIJIN MARU ...	Brit. str.	2 h.	A. H. Stewart ...	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW ...	HAUNY ...	Brit. str.	2 h.	W. C. Passmore ...	DOUGLAS LAPRAIK & Co.	On 26th inst., at 10 A.M.
SWATOW, AMOY & POOCHOW ...	HAUNCHING ...	Brit. str.	2 h.	J. W. Evans ...	DOUGLAS LAPRAIK & Co.	On 29th inst., at 10 A.M.
SWATOW, AMOY & POOCHOW ...	HAITAN ...	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 25th inst., at 3 P.M.
SAIGON ...	PAKHOI ...	Brit. str.	1 m.	—	SHAW, TOMES & Co.	To-day, at Noon.
MANILA ...	ZAFIRO ...	Brit. str.	—	A. Fraser ...	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
MANILA ...	TAMING ...	Brit. str.	1 m.	Pennafather ...	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
MANILA ...	YUENANG ...	Brit. str.	—	E. Rodger ...	SHAW, TOMES & Co.	On 30th inst., at Noon.
MANILA ...	HUPI ...	Brit. str.	—	S. J. Payne ...	JARDINE, MATHESON & Co., Ltd.	On 31st Aug., at 4 P.M.
MANILA ...	LOONGSANG ...	Brit. str.	—	Jameson ...	BUTTERFIELD & SWIRE	To-morrow, at 8 A.M.
MANILA ...	SINGAN ...	Brit. str.	1 m.	Mathias ...	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
LOILO & CEBU ...	KALONG ...	Brit. str.	—	Fred. Pyne ...	NIPPON YUSEN KAISHA	On 26th inst.
BOMBAY via SINGAPORE & COLOMBO ...	CEYLON MARU ...	Jap. str.	—	M. B. Lako ...	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA ...	NANSANG ...	Brit. str.	—	A. Pander ...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c. ...	TJILIWONG ...	Dut. str.	—	—	—	—

### NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TONS	TO SAIL
YOKOHAMA & KOBE ...	"PRINZ WALDEMAR" 6,100	—	About 26th July.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA ...	"PRINZ LUDWIG" 18,300	—	About 27th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN ...	"LUETZOW" 17,300	—	Thursday, 28th July, at 10 A.M.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ WALDEMAR" 6,100	—	Saturday, 13th Aug., at D'light

\* Fitted with wireless Telegraphy New System of Telefunken.  
 For further Particulars, apply to

**NORDDEUTSCHER LLOYD, MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 19th July, 1910.

### THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE**  
 VIA  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	To Sail on or About.
AYMERIC ...	4,363	J. Boyd ...	26th July.
REDHILL ...	3,889	H. E. Dowall ...	23rd August.
OCEANO ...	4,657	F. W. Davies ...	27th September.
KUMERIC ...	6,232	G. B. McGill ...	26th October.
AYMERIC ...	4,362	J. Boyd ...	20th November.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

### PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

**DODWELL & CO., LIMITED,**  
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 Queen's Buildings.

Hongkong, 30th June, 1910.

### MESSAGERIES MARITIMES

#### FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA ...	"AUSTRALIEN" Capt. Monton	On 1st Aug., P.M.
MARSEILLES, via PORTS ...	"ERNEST SIMONS" Capt. Girard	On 2nd Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA ...	"SALAZIE" Capt. X	On 15th Aug., P.M.
MARSEILLES, via PORTS ...	"POLYNESIE" Capt. Brune	On 16th Aug., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

Hongkong, 21st July, 1910.

**P. THOMAS, AGENT,**  
 Queen's Building.

### CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" Sat., 6th Aug.	"ALLAN LINE" Friday, 2nd Sept.
"MONTEAGLE" Tuesday, 16th Aug.	"EMPRESS OF BRITAIN" Fri., 23rd Sept.
"EMPRESS OF CHINA" Sat., 27th Aug.	"ALLAN LINE" Friday, 14th Oct.
"EMPRESS OF INDIA" Sat., 17th Sept.	"EMPRESS OF IRELAND" Fri., 4th Nov.
"EMPRESS OF JAPAN" Sat., 18th Oct.	
"MONTEAGLE" Tuesday, 8th Nov.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Paclial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... £43 ... £45. First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

**D. W. GRADDOCK,** General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier

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**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"DELHI," Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-DAY, the 23rd July, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed via Bombay by the B.M.S. "EGYPT," due in London on the 4th September, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

**P. A. HEWITT,** Superintendent.  
 Hongkong, 11th July, 1910. [1]

### "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

### THE Steamship

"INDRADRO," Captain W. H. Lee, will be despatched as above TO-DAY, the 23rd July, 1910. This steamer has superior accommodation for a limited number of First-Class Passengers. For Freight or Passage, apply to

**JARDINE, MATHESON & Co., Ltd.,** Agents.  
 Hongkong, 12th July, 1910. [820]

### CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.







# RODI & WIENENBERGER, PFORZHEIM I/B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELRIES: NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

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REPRESENTATIVE FOR CHINA:

## HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43.4]

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

FOR	PER	DATE.
Manila	Zakho	Saturday, 23rd, 10.00 A.M.
Takao, and Shanghai	Serie Bantje	Saturday, 23rd, 10.00 A.M.
Haiphong	Hongkong	Saturday, 23rd, 10.00 A.M.
EUROPE, &c. INDIA VIA TUTICORIN.		Saturday, 23rd, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Sui Tai	Saturday, 23rd, 11.00 A.M.
Amoy and Foochow	Haiyang	Saturday, 23rd, 1.15 P.M.
Saigon	Kuncheon	Saturday, 23rd, 2.00 P.M.
Swatow and Shanghai	Choyang	Saturday, 23rd, 4.00 P.M.
Haifong	Singun	Saturday, 23rd, 5.00 P.M.
Swatow	Haimun	Sunday, 24th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daijin Maru	Sunday, 24th, 9.00 A.M.
Saigon	Pakhoi	Monday, 25th, 2.00 P.M.
Halo and Cebu	Kaifong	Monday, 25th, 3.00 P.M.
Shanghai	Linan	Monday, 25th, 3.00 P.M.
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Alldenhan	Tuesday, 26th, 9.00 A.M.
Swatow, Amoy and Foochow	Hutching	Tuesday, 26th, 9.00 A.M.
Tientsin	Chongching	Tuesday, 26th, 11.00 A.M.
Shanghai, Kobe and Moji	Kutong	Tuesday, 26th, 11.00 A.M.
Manila	Taming	Tuesday, 26th, 2.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Changsha	Wednesday, 27th, 3.00 P.M.
Swatow, &c. India via Tuticorin	Luchow	Thursday, 28th, 9.00 A.M.
Singapore, Penang and Calcutta	Nippon Maru	Thursday, 28th, 11.00 A.M.
Shanghai	Chinkun	Thursday, 28th, 1.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 29th, 9.00 A.M.
Manila	Yuenany	Friday, 29th, 3.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KORE, SHIMIZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO		Saturday, 30th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		Saturday, 30th, 10.00 A.M.
Manila, Nagasaki, Kobe, Yokohama and Seat Manila	Manusata	Saturday, 30th, 10.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Tjilivong	Saturday, 30th, Noon.

### FANS! FANS! FANS!

There are FANS and FANS but the FREEZER FAN is the Best and better still if it  
has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans

where Electric

current is not

available, or Bat-

tery and Electric

Accumulator Fans

for the Outports.

Anything to

keep cool but the

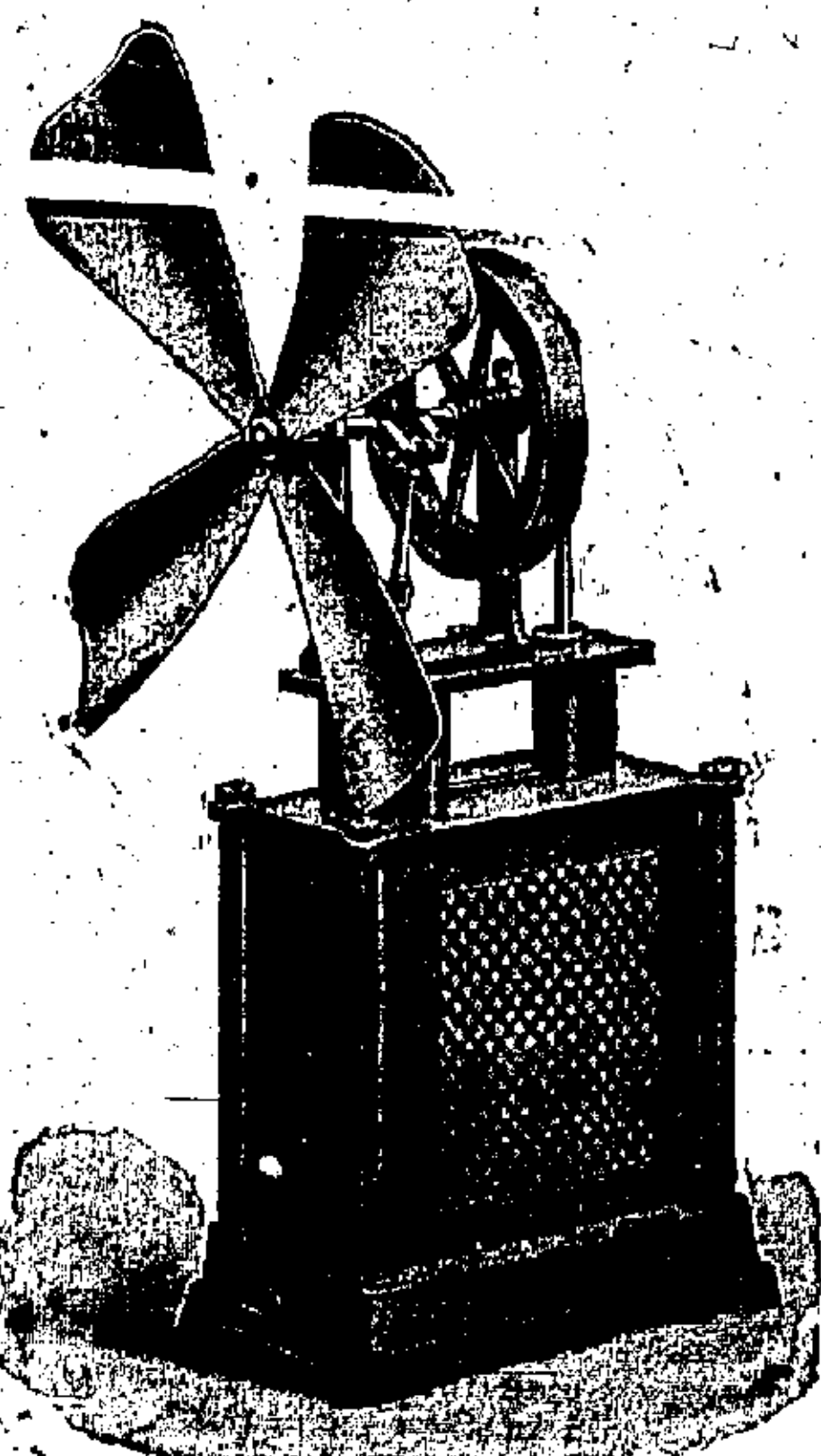
"OZONATOR"

has caught on,

and will soon be

indispensable.

For Particulars and Prices Ring up Electrical Dept. 358  
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong. [40]



The Ozonator

Globe and Sponge

can be fixed to

the guard of any

fan at little cost,

and the fluid

Ozone can be

obtained at any

of the Pharmacies.

One bottle of

concentrated es-

sence supplied

free.

### OPIMUM.

Quotations are:—	July 20th.
Malwa New	41,950/2,000 per picul.
Malwa Old	42,010/2,050
Malwa Older	42,060/2,100
Malwa V. Old	42,110/2,115
Persian fine quality	41,400/1,500
Persian extra fine	42,100
Patna New	41,825 per chest.
Patna Old	41,780
Banarase New	41,750
Banarase Old	41,750

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 22nd	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.94	29.98	29.90
Thermometer	83	85	83
Humidity	75	80	85
Wind Direction	E	E	E
Force	2	1	1
Cloud	0	0	0
Fog	0	0	0

Highest open air Temperature on 21st..... 87  
Lowest open air Temperature on 21st..... 78

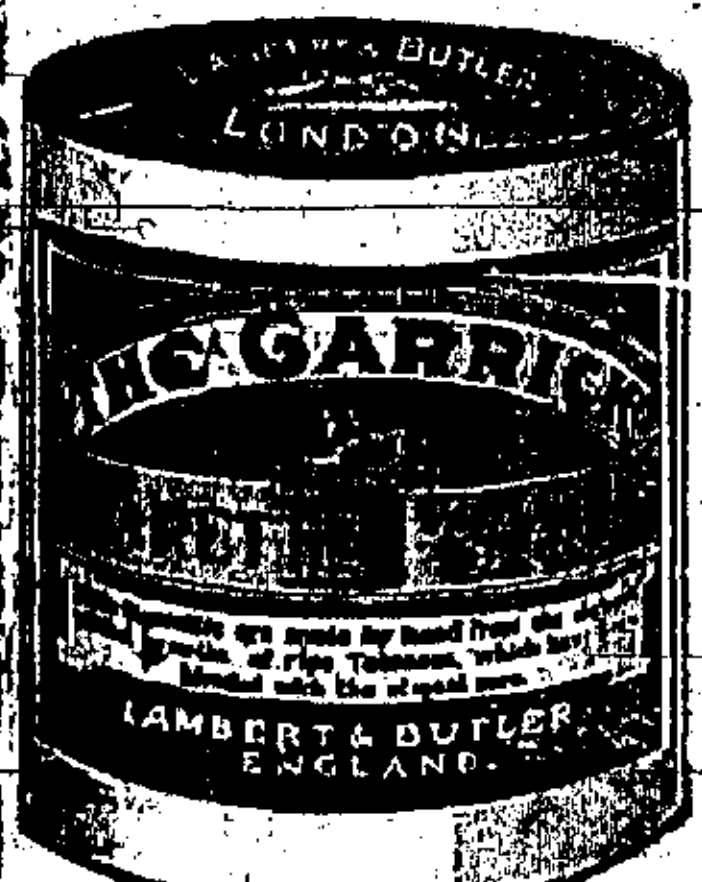
### HONGKONG TIDE TABLE.

From July 23rd to 25th, 1910.

High Water.				Low Water.			
Day	Hour	Height	Day	Hour	Height	Day	Hour
23	10.30	7.8	24	1.30	3.2	25	1.30
24	11.30	8.0	25	2.30	3.4	26	2.30
25	12.30	8.2	26	3.30	3.6	27	3.30
26	13.30	8.4	27	4.30	3.8	28	4.30
27	14.30	8.6	28	5.30	4.0	29	5.30
28	15.30	8.8	29	6.30	4.2	30	6.30
29	16.30	9.0	30	7.30	4.4	31	7.30
30	17.30	9.2	31	8.30	4.6		

### ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS. July to December,  
1909. With Index. Price 87.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 29th January, 1910.



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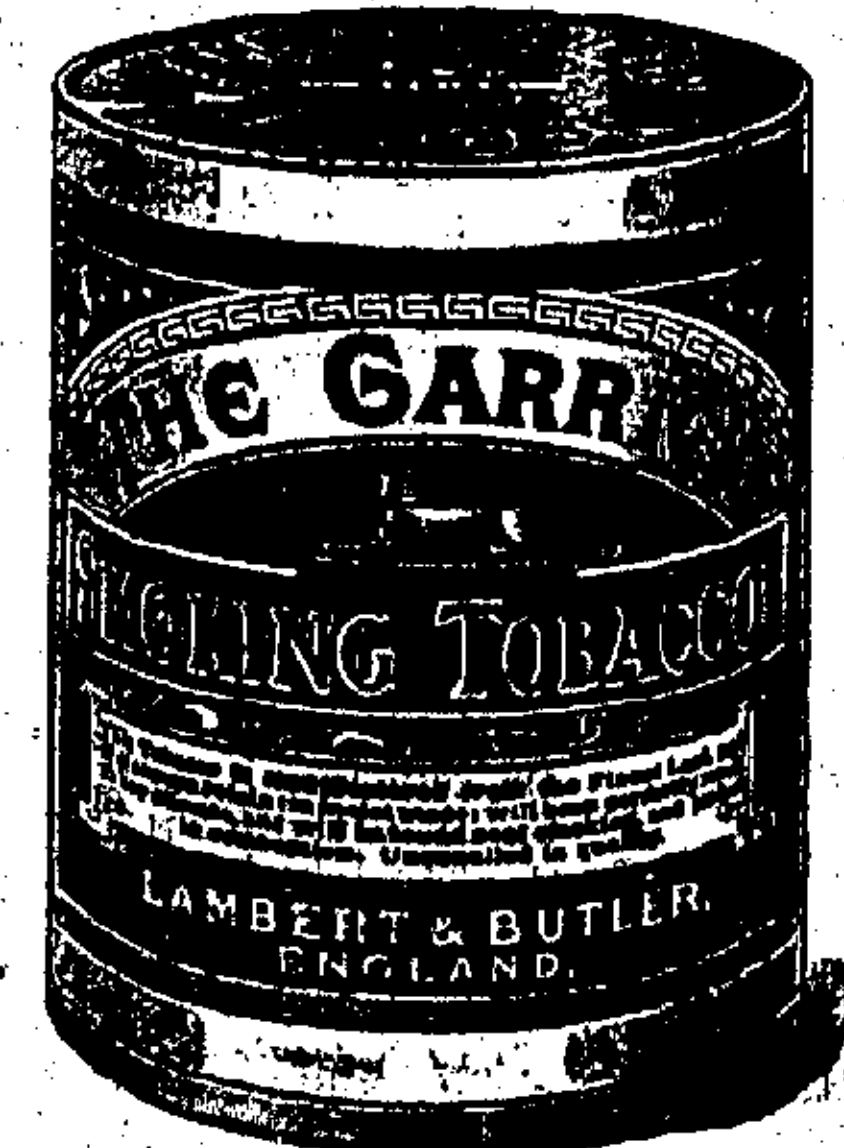
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41]



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45.2]

### SHIPPING IN PORT

STEAMERS	Arrival	Departure
AMERICA, British str., 2,789, James Boyd, 19th July—Manila 16th July, Hong—Doddwell & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
CADILLAC, British str., 3,302, McKay, 19th July—New York 20th May, Petroleum— Standard Oil Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
CHANGSHA, British str., 1,463, Edw. Finlayson, 21st July—Australia via Philippines 26th June, General and Freight—C. N. S.S.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
CHENAN, British str., 1,350, L. Jones, 17th July—Shanghai 14th July, General—But- terfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
CHOYANG, British str., 1,224, Courtney, 20th July—Shanghai 15th and Swatow 19th July, General—Jardine, Matheson & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
CLIFTON, British str., 2,313, G. Worsley, 20th July—Shanghai 15th July.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
DEVANOWSKI, German str., 1,650, F. Reihwaldt, 18th July—Bangkok 12th July, Rice and Meal—Butterfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
FAUSANG, British str., 1,410, H. Malkin, 12th July—Saigon 8th July, Rice—Jardine Matheson & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
FRIME, British str., 838, H. Nelson, 17th July —Saigon 13th July, Rice—Barretto & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
GERMAN, British str., 3,250, W. L. Hartman, 12th July—Mexico 11th June—Shewan Tomes & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
HALLIDAY, Norwegian str., 1,045, G. Salberg, 18th July—Bangkok via Swatow 9th July, Rice and General—China Siam S. N. Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KALOTIS, Dutch str., 2,047, Zwart, 12th July —Singapore 5th July, Petroleum—Asiatic Petroleum Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KONG WAN I, British str., 2,060, J. H. Haine, worth, 21st July—Singapore 15th July, General—Joo Tek Song.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
HUE, French str., 742, Pazier, 8th May— Haiphong 5th May, General—A. R. Marty.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
HYSON, British str., 4,232, I. A. Davies, 17th July—Shanghai 15th July, General—But- terfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
ICHANG, British str., 1,223, K. E. Toubben, 13th July—Saigon 9th July, Rice—But- terfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
INDIAN, Danish str., 3,612, Berg, 13th July— Port Said 2nd June, General—Melchers & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
INVERKEP, British str., 2,806, Hand, 19th July —Manila 17th July—Doddwell & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
JORDAN, German str., 2,322, H. Island, 21st July—Hollow 20th July, General—Jensen & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KAPUKU MARU, Japanese str., 1,303, S. Suda, 6th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KARLOW, British str., 2,823, K. T. Jones, 21st July—Kuchinota 15th July, General— Butterfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KINROCK, British str., 4,616, A. G. E. Paddle, 12th July—Yokohama via Ports 26th June, General—Butterfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KUMHOV, British str., 1,449, J. D. Martin, 3rd July—Saigon 29th June, Rice and General—Mun Pat.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
KWANGSI, British str., 1,203, C. Plunkett Cole, 17th July—Saigon 14th July, Rice—But- terfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
LONGSHIPS, British str., 2,942, J. Tasker, 19th July—Mojil 13th July, Coal—Bradley & Hobbs.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
MICHAEL JENSEN, German str., 951, J. Peter- sen, 20th July—Haiphong and Hoihow 19th July, General—Jensen & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
NANSHAN, British str., 1,299, Chas. Hawn, 6th July—Saigon 2nd July, General—Bradley & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
NETHERLAND, British str., 1,234, J. Sim, 18th July—Mojil 12th July, Coal—Order.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
NIPPON MARU, Japanese str., 3,452, H. S. Smith, 19th July—San Francisco 21st June, General—T. K. K.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
OMURO MARU, Japanese str., 1,469, Yamaga- shi, 16th July—Port Arthur 10th July, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
ONANG, British str., 1,234, E. J. Buller, 19th July—Hongay 17th July—Jardine, Matho- son & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
PAKAL, German str., 1,018, G. Gathemann, 18th July—Bangkok 10th July, Rice— Butterfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
PERANANG, German str., 1,021, F. v. Mangels- dorf, 20th July—Bangkok 14th July, Rice—Butterfield & Swire.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
SARAS, British str., 1,657, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wilda.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
SCANDIA, German str., 4,000, von Döhrn, 11th July—Hamburg 27th May, General— Hamburg-Amerika Linie.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
TINGSLAND, British str., 1,060, Anderson, 13th July—Haiphong 11th July, Coal and Timber—Jardine, Matheson & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
VOLTE, British str., 2,599, B. Jackson, 26th June—Singapore 19th June, Petroleum in bulk—Asiatic Petroleum Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.
ZAVIRO, British str., 1,618, B. Rodger, 18th July—Manila 16th July, Hong, Sugar and General—Shewan, Tomes & Co.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.	19th July—Mojil 30th June, Coal—Mitsui Bussan Kaisha.

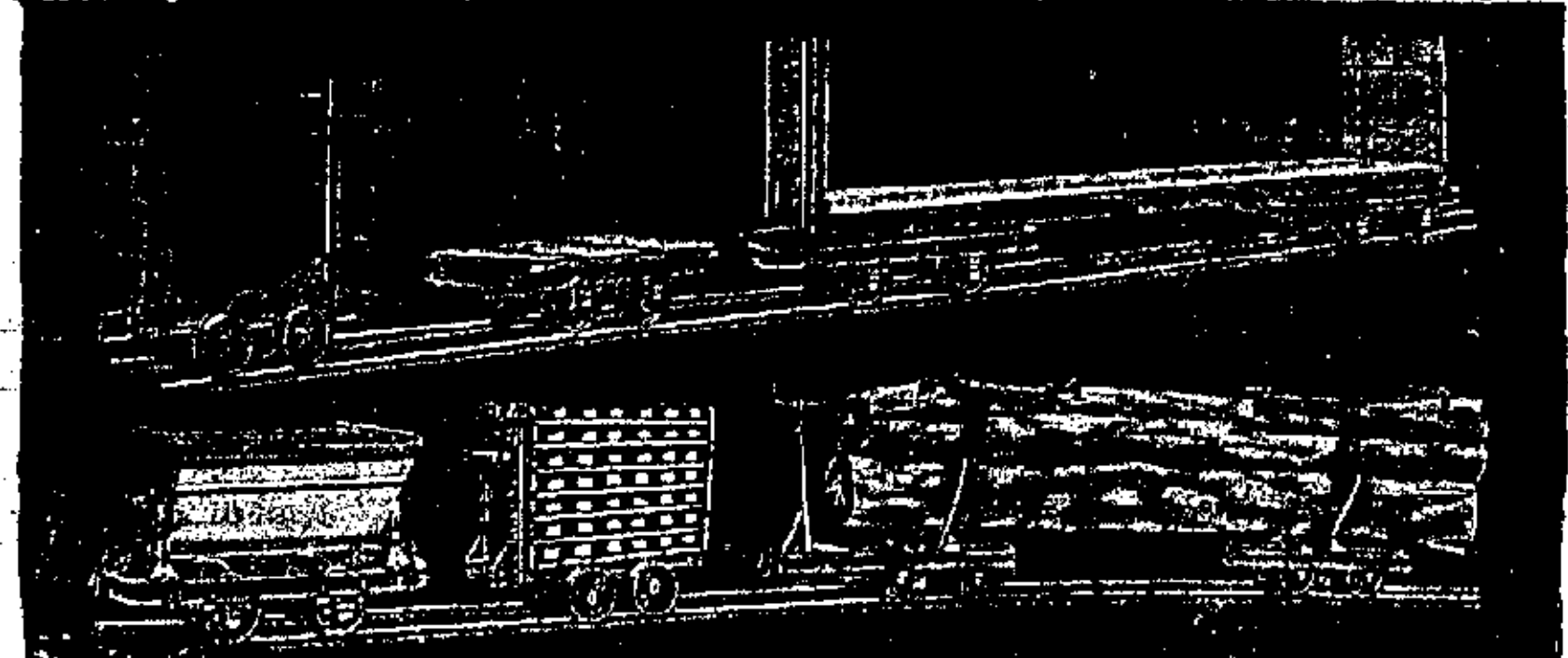
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[573]

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Per Hanyang, from Coast Ports, Mr. Kapteys.	Per Mrs. J. R. McDowell, Miss J. Parsons,
Per Luan, from Shanghai, Mr. and Mrs. H.	Miss C. Parsons, Miss N. Gates, Mr. P. G.
	G